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BALTIMORE, SEPTEMBER 3, 1908.

SELLING IN FOREIGN LANDS.

A correspondent of the MANUFACTURERS' RECORD, writing from Buffalo, N. Y., says:

Mr. Everitt of Columbian Rope Co., Auburn, N. Y., showed me an invoice amounting to over \$400 being shipped today to Smyrna, Asia Minor, it being the third order from the same concern, the first inquiry having been developed from their advertisement in the MANUFACTURERS' RECORD. The three orders amount to over \$1500, and the purchaser originally mentioned that he had seen the advertisement in the MANUFACTURERS' RECORD.

Thus even Asia Minor looks to the MANUFACTURERS' RECORD for information about the manufacturing concerns of this country seeking foreign trade.

END OF THE ALABAMA STRIKE.

Governor Comer of Alabama is to be heartily congratulated upon the stand which he took in the matter of the strike in the coal regions and upon his decision that there should be no maintenance of what would have been practically armed camps of the strikers. His action has resulted in the breaking of the strike, and the anarchy which prevailed in Alabama is at an end. Would that every other Governor in the country, when confronted with similar conditions, would take a similar stand! The MANUFACTURERS' RECORD has in times past vigorously criticised Governor Comer. In this particular case it heartily commends him. Every business interest in the country, especially every business interest in the South, is to be congratulated at the outcome in Alabama, where the full power of the State was used to enforce law

and order, which finally resulted in ending a strike which, serious as it was for the few weeks it existed, promised to be infinitely more disastrous.

NEW ENGLAND TIPS.

A gentleman of Augusta, Ga., is quoted by the *Chronicle* of that city to the effect that he recently learned of a shipment of 10 cases of eggs from New York to Augusta. It is announced by the *Daily Herald* of Vicksburg, Miss., that 25 carloads of Vermont granite are to be used in constructing the Indiana memorial markers in the Vicksburg National Park. The *Chronicle* of Houston, Texas, quotes a contractor as stating that he will not use Texas granite in the construction of the postoffice building at Houston because New England granite is cheaper, and it recalls the fact that on the day the docks of the Southern Pacific Railroad were opened in 1902 a part of the cargo of the initial steamer was a large piece of Vermont granite destined for Fort Worth, though Texas has practically limitless stores of granite of every variety and much of it as beautiful as any known in the world.

Some time ago the writer in the fall of the year went to all of the flower stores in New Orleans looking for some flowers, and at every place was told that the supply for the day was exhausted and that no more could be had till the arrival of the Chicago train. New Orleans, the home of flowers, buying flowers from Chicago!

And yet some Southern newspapers talk of New England's being defeated industrially by the South. We are only beginning our development, while New England doesn't seem to know how to stop growing.

BUILD NOW.

In line with suggestions which have been made by the MANUFACTURERS' RECORD regarding the exceptionally favorable opportunity at the present time for building operations is a page advertisement in this week's issue of a large construction company in New York, which says:

You are considering the construction of a new building. Next year's business will require it. You should take advantage of the present building market. Such an opportunity for low-cost construction may not occur again in 10 years. * * * The prices of all other building materials are off accordingly. Labor is plentiful and reasonable. There is a great opportunity to build at minimum cost. Any changes in prices will be upward.

These suggestions are well worth studying. The disposition to put off until activity has returned construction work which should be done during times of depression causes many people to lose a very considerable proportion of the cost of their buildings by reason of the higher cost of construction. The time to build, whether it be a house or a factory, is during periods of low prices of materials and labor in order to get the benefit of these conditions, and be ready to take advantage in factory output of the higher market for

finished goods which comes with every time of business prosperity. This country cannot stop growing. With its vast agricultural potentialities, with its population increasing at the rate of about 2,000,000 a year, with machinery and clothes and railroads wearing out and needing to be replaced, we shall soon see an increasing demand for all building materials. Build now.

NEED OF THE SOUTHERN FOREST RESERVE EMPHASIZED.

At the suggestion of the Chamber of Commerce of Greensboro, N. C., to Mr. D. A. Tompkins of Charlotte, N. C., president of the Appalachian National Forest Association, Mr. John H. Finney of Washington, D. C., secretary of the association, sent a circular letter, under date of August 25, to the commercial organizations of the South, asking them to organize in their respective communities the sentiment in favor of the establishment of a forest reserve in the Southern Appalachian mountains. On that very day the floods came upon that Appalachian region, and since then the daily papers have been publishing news of death and destruction of property wrought by the floods.

Destruction of the forests is responsible for the floods. As long as the timber protects the highlands where rise the headwaters of many streams, so important to the farming, manufacturing and commercial interests of the country, so long will rainfall on the highlands be allowed to sink gradually into the ground as a feeder to the springs. With the cutting of the timber the whole rush of the rain strikes the ground so fiercely that it washes away the surface and, instead of being stored for future use, rushes into the streams and suddenly swells them far beyond their banks. In the mad swirl toward the lowlands much property is inevitably destroyed, crops are submerged, buildings are wrecked and the wheels of industry stopped, while human beings are fortunate who may escape to higher ground before the flood-wave comes. The loss of life in this August flood cannot be estimated in dollars and cents. The financial loss in crops ruined, in property destroyed and in temporary paralysis of business and industry represents a sum probably greater than the amount that would be necessary to establish the forest reserve as a guarantee that such floods would not increase in volume and intensity every year, and as a promise that they would gradually be diminished.

The establishment of the Appalachian reserve and its kindred reserve in the White Mountains of New England would mark an advance toward a situation, pressingly needed, of wisdom and foresight in the handling of American forests generally, so that they may be maintained as an unending source of wealth production now aggregating \$1,000,000,000 annually instead of rapidly disappearing, and, in their disappearance, laying open to devastating

floods greater and greater areas of the country.

The plan that local business organizations should stir up and organize public opinion in the matter is a practical one. The MANUFACTURERS' RECORD can conceive of no reasonable objection, from either the political or the economic standpoint, to the establishment of the Southern forest reserve. Last week's floods are full of arguments in its favor. Every interest in the South as well as in other parts of the country should join in the determination to force prompt action in the premises by the Congress of the United States, which has really trifled with the vital matter for four or five years.

SYSTEMATIZING MARKETING OF SOUTHERN FRUITS AND VEGETABLES.

Mr. F. J. Lisman, a banker of New York, interested in Southern railroads, is one of an increasing number of observers impressed with the necessity for greater system in marketing Southern fruits and vegetables and the gain to be derived from such systematizing by all interests concerned. In a timely letter to the MANUFACTURERS' RECORD he says:

Referring to one of the large industries of the South—fruit raising—every farmer ships his fruit to some market he happens to fancy whenever his fruit is ripe. The farmer knows but very seldom what the local condition of the fruit market in this particular center may be, and by the time his fruit arrives there might be a glut or famine in peaches, watermelons, cantaloupes, strawberries, or whatever else there is. As you probably know, the United Fruit Co. has arranged the bananas fed to the different markets and distributed as regularly and as steadily as the milk supply. The superintendents at the base of supply know exactly how many bananas are needed and notify the various plantations how many they are to pick. Some such arrangement is absolutely necessary for the South, and the question is how to bring it about. My special attention to this situation has been directed through my interest in a number of small roads. Along one of these lines we induced a farmer to put 30 acres in melons, and we were in hopes of developing a large interest in this matter. This man, however, happened to ship the bulk of his melons to a market at the wrong time, and says there is no money in the business, and our chances in this direction have probably disappeared for another five years at least. There should be some method devised by which fruit cars can be deflected, the same as is done with grain in the West. For instance, if a trainload of strawberries could be shipped, upon arrival at Washington, to Pittsburg upon news that the New York market is overstocked, the result to the shippers would be quite different. There may be, however, one week when all the Northern markets are overstocked, and it would pay the grower better not to pick the fruit, and some method similar to the one employed by the United Fruit Co. in Jamaica and Central America might be devised.

The situation, however, appears to be that the railroads do not want an additional burden and responsibility, because they would hardly be thanked if they did well for the consumer, and would be abused if through some accident the shipper did not get the fancy price which he thought he ought to get. Besides, they would no doubt have to pay themselves for any new bureau. Individual capital has not the natural protection of distance, like the fruit company has in Jamaica, and would have too many small people to deal with, who would decline to

come into the combination, thinking they could profit by the action of the combination without joining it. Possibly the Southern States, by appointing some commissioner, might help the situation, though, of course, the chances are nine out of ten that some incompetent politician would be appointed. I have no solution to offer, but would suggest that it might be worth while to open your columns to a serious discussion of the subject, and some benefits might result thereby.

There may be material obstacles in the way of carrying out Mr. Lisman's suggestion of the appointment of a commissioner representing the whole South in the marketing of fruits, but it cannot be doubted that system is sadly needed at many points. The lack of it has been strikingly demonstrated in this year's experience of the peach-growers of Georgia, with 5000 carloads of peaches to be marketed. The record of shipments shows that of 4647 carloads shipped between May 30 and July 21, 1600 carloads went to New York and 630 carloads went to Philadelphia, these two cities receiving about 47 per cent. of the total crop marketed. As a result of this lack of method in distribution there has been an overstocking of the market for peaches in those two cities, while hundreds of intermediate and contiguous points that would have been good markets have been totally ignored. The Atlanta Constitution summarizes the effects as follows:

The season now closing has brought a bumper crop from the orchards of Georgia, a crop unprecedented in the annals of the industry.

Instead of proving, as it should, a tremendous source of income to Georgia in a year when every financial uplift is needed by our people, this record-breaking crop has brought disappointment and discouragement to hundreds of growers, especially those in the smaller class.

The money return, even to the orchardists possessing exceptional facilities for shipping and marketing, has fallen below expectations. Positive pessimism has fallen upon many of the smaller growers, who depend upon haphazard and independent methods for disposing of their product. So pronounced, indeed, is the feeling of depression in some quarters that the visionary proposal to cut down trees by the wholesale, with a hope of elevating prices, has actually met with many advocates.

The interviews and statements presented by the Constitution unite in demonstrating the absolute folly of this latter proposition, as well as the futility of entertaining for one moment misgiving as regards the future of the industry in Georgia.

Well-informed growers agree that the orchards of this State should be able to dispose of 10,000 cars of peaches annually, to the profit of every man engaged in peach cultivation.

This summary, which aligns itself with Mr. Lisman's contention, is made the basis for an earnest advocacy by the Constitution of organization by the growers for a businesslike handling of a crop which ought to market profitably at least 10,000 carloads of peaches a year.

Such compact organization would be nothing new in the South. It is already working successfully on a more or less small scale in different States from Maryland to Texas, and one of the most notable successes is that of the Eastern Shore of Virginia Produce Exchange, with headquarters at Olney, Accomac county, a co-operative organization of potato-growers which has for several years been handling, to the benefit of the growers, a crop running into millions of dollars in value. Perhaps the most notable organization of the kind in the South is the East Carolina Truck and Fruit-Growers' Association, which has just closed the twelfth year of its work. It is largely interested in the marketing of strawberries, though it by no means confines its efforts to that fruit. But the results of 12 years

with strawberries indicate the great possibilities for the South in such organizations.

During the year just closed there were shipped under the auspices of the association 291,808 crates of strawberries, valued at \$933,785, and 208,402 packages of vegetables, lettuce, etc., valued at \$468,904. The strawberry shipments netted to the growers \$496,973 and the other shipments netted \$312,003, a total of more than \$800,000. The strawberries were grown upon 4783 acres of land, so that the net profit to the growers was something more than \$103 per acre, and that largely the result of organization and intelligent methods in distribution of the crop.

In the 12 years of its existence the association has shipped between 2,000,000 and 2,500,000 packages of cantaloupes and vegetables, representing about \$4,500,000. Of that sum about \$2,500,000 has been deducted for expenses, leaving about \$2,000,000 net profit to the growers. Referring to results in the strawberries, President William E. Springer of the association, basing his statement upon the report of Mr. H. T. Bauman, secretary and business agent, said at the annual meeting:

As some detail of the immense interests which this association has fostered and improved, I may say to you that since its organization there have been shipped from this territory 4,353,188 crates of strawberries. Putting an average gross price of 10 cents per quart on these shipments, which I consider to be conservative, the total value of these shipments would be the stupendous sum of \$13,949,401.60. Estimating the railroad, express, refrigerator and other transportation charges at the rate of \$1 per crate, we have for these items a total of \$4,353,188. Deducting this amount from the total value above stated leaves returns to the growers of \$9,596,213. From this we should deduct the expenses of cultivation, picking, packing, crating, etc., which I believe may be conservatively estimated at \$1.10 per crate, or a total of \$4,788,506.80, and deducting this amount from the total returns to the grower, leaving a net to the grower of \$4,795,106.80 in 12 years on strawberries alone. And it is to be remembered that the amount of \$4,795,106.80, the estimated cost of cultivation, etc., is not sent away, but is distributed in comparatively small amounts all through the trucking section among the farm workers, the berry pickers and packers, the crate manufacturers and others, finding its way to our merchants and to our banks, and in many instances furnishing capital with which our industrial enterprises are carried forward.

These results have been obtained with an expenditure of less than \$3000 a year by the association, of which less than \$1500 represent annual salaries.

The experience of the East Carolina Truck and Fruit-Growers' Association is commended to the thoughtful attention of all Southern growers of fruit and truck, whose annual shipments aggregate probably \$100,000,000. And it may be suggested that they calculate how many more million dollars would come to them if their products should be handled with the intelligent, businesslike methods of the East Carolina growers.

NOW IS THE ACCEPTED TIME.

The Duluth Evening Herald, commenting on the editorial in a recent issue of the MANUFACTURERS' RECORD suggesting that now is the time to get ready for business activity, says:

This advice is timely, and it holds good for everybody, including the individual who plans to build a home. The groundwork for activity must be prepared now, for when that activity comes, those who are prepared will have an obvious advantage over those who are unprepared.

And the time to prepare is now.

True, and if you want to build at 25 per cent. less than you can do during

the next period of business activity, do it now.

RAILROAD BAITING VS. RAILROAD BUILDING.

The Galveston (Texas) News says it is time for railroad baiting to end and railroad building to begin, and to this the American people generally say amen. Discussing the business and railroad situation the News says:

This depression has come in spite of industrial and commercial conditions that were highly satisfactory, that promised a general increase in development and prosperity. What, then, could have caused it? Surely there is none to deny that a main cause is to be found in the "scare" politics with which the country has been afflicted. The railroad baiters have been one of the causes of it, and one is apt to experience some difficulty in discovering any other adequate cause for it.

However, the common people as well as the railroad baiters themselves have been brought face to face with the depression and danger that are sure to come of that wild sort of thing; and not only the 400,000 idle railroad men and their families, aggregating 1,500,000 people, but tollers and investors in all legitimate lines of private business, now have of it all that they will tolerate, at least for the present. The time has come for a change. Public opinion demands it, and few if any of the raiders will be apt to stand out against that. There is no reason why such change for the better should not begin in Texas. Texans are prepared to supply all the tonnage the railroads can handle for the next six months. Already the old-time hearty invitation to the railroad builder is being repeated, and there is a veritable uprising in favor of a multiplication of manufacturing establishments of various kinds. In the meantime the rivers are being opened for navigation, and ocean rates from Texas ports, as a regulator of freight charges, are developing a potentiality that they have not developed before. It is high time for railroad baiting to cease and for railroad building to begin again; and such cessation should come about to meet an economic as well as a political demand.

COME HOME, "MY BABY BOY."

The MANUFACTURERS' RECORD is in receipt of a letter from a good woman in Nashville, Tenn., in which she says:

Please send me two copies of your address before the Southern Society of Boston last spring. I have seven sons; one a first lieutenant in Third Infantry, two in Arkansas, one—my baby boy—in San Francisco, two in this city and one in Williamson county. I wish to send a copy of your address to —, San Francisco, Cal., to induce him to return to Tennessee and purchase a farm, as that is his wish.

Every Southerner should endeavor to build up the South and keep her own people to make it the garden spot of the earth. Wishing you great success in your appeals to bring home every wanderer from the South. I am, etc.

This good woman, calling her sons home, is typical of the South, which says to its sons, scattered all over the face of the earth, "Come home." How many thousands of mothers and fathers throughout the South have had to bear the pangs of separation in seeing their children compelled in times past, by virtue of the lack of business opportunities at home, to seek employment in other sections! This good Nashville woman, whose heart goes out to those of her boys who are in distant regions, is striving to show to them that the changed conditions of the South now offer opportunities such as are found in no other section of our land. "Come home!" is the cry of every Southern father and mother whose boys have had to find employment in other lands. "Come home!" is the cry of the South to its sons who have wrought mightily in other sections. As the mother, who wants to gather her children around her again, realizes that Tennessee presents greater opportunities for them than California, so the South wants to gather its children home, and offers to

them fairer opportunities for employment, for fortune and for taking part in the upbuilding of a mighty land than they can find elsewhere on earth.

The cry "Come home" has struck a responsive chord in many thousands of hearts. Well may the South collectively and its people individually seek to bring back to this land those who have wandered away. There is room enough here for every one of the million and a half Southern-born whites now living elsewhere to accomplish greater things than they can hope to accomplish in the North, in the West or on the Pacific coast. Here is a land more richly endowed than any other country on earth. It has passed through the time of stress and trial. It is at the gateway which leads to broad and far-reaching development, to the creation of vast industries and to the making of great fortunes. "Come home and take part in the work" is the cry which goes out from thousands of Southern hearts to tens of thousands of Southern-born men and women now living elsewhere.

Come home.

THE SCHOOL SAVINGS-BANK NOTION.

Some headway seems to be making by the school savings-bank idea, but before any community adopts the system for its public schools or any private institutions take it up serious thought should be given to the proposition, especially with regard to its probable effect upon juvenile mind and character. The idea has been put into practice in some places, and it is said to work well according to those who advocate its extension, but there seems to be danger that this effort to cultivate habits of thrift in the young may incline to make them mean and parsimonious, because there is no corresponding provision for the cultivation of habits of industry among them, but merely the encouragement of the idea of saving.

There is no doubt that many children never receive any training in thrift because their parents are not thrifty, but if the schools are to be called upon to do for the little ones what their parents should do for them, then their forebears might as well be relieved of all responsibility for their education and welfare by turning them over to the State as soon as they are fit for mental training. The savings-bank idea appears to be only another manifestation of the notion that public education ought to do everything for the young, a fancy which would doubtless be very agreeable to some sorts of parents who are glad of anything that will relieve them of parental responsibility, which is a burden to them, instead of being a labor of love, as it ought to be.

Thrift is a good thing, but it can be abused like any other good thing in life. To inculcate in the minds of little children the idea that merely to save money is a praiseworthy effort is to dwarf and hinder their beautiful and natural development. Let each and every one of them be encouraged to do something worth doing and to do it in the best manner. Nearly every child is inspired with a desire to accomplish something, if it be only the making of a toy. That is the expression of the spirit within which ought to be encouraged to broader endeavor, and not dwarfed, as it doubtless would be, by the introduction of the money-saving idea, which, however beneficial it might be to some individuals, could hardly fail to operate as more or less of a blight to most of those of tender years.

When the young go out to make their way in life they will soon enough catch the money fever; they cannot avoid it. Therefore, let them enjoy their childish years without the burden of too much thought of the future, spending their pennies for the various little things which children love and which give them so much more happiness than things costing large sums will give them when they are men and women. Moreover, while it is well to save, it is much worse to save and never spend. Money should never be accumulated with any other object than the wise use of it. Let the children think as children and act as children; do not try to make little men and women of them. What is more sad than a careworn child which we sometimes see, one upon whose frail shoulders misfortune has placed an untimely burden of responsibility? We can only do what we find within our power to lighten the load and to lift the curtain of sorrow so that some rays of sunshine may fall into the little soul. The time of youth is the time for play, for the harmonious development of mind and body. Little ones must be care-free to obtain the greatest benefit from that part of their lives. Savings banks in schools would only incline to turn minds from what is natural to them and perhaps to rob their bodies of needed exercise, because the pennies would not be spent for tops, balls or hoops.

If the well-meaning but misdirected and wrongly-occupied folk who now and then meddle with our educational methods could only have their energies diverted to the natives of Borrioboola Gha, like Mrs. Jellyby, our children would be better off, although, perhaps, the pickaninnies of Africa might suffer. And if they knew enough to do so, they would pray Heaven to deliver them from the modern faddists who are trying to run our schools.

EVADING THE WHITE MAN'S BURDEN.

In a plea for an equitable distribution in this country of the "white man's burden," the Nashville (Tenn.) *Banner* says:

If the negroes could be scattered over the entire country in equal proportions their presence would not constitute a problem. Some students of the race problem had looked to something like this as a probable solution of the difficulty.

The increasing emigration of the negroes northward promised that this expectation might some day be measurably realized. It is to be regretted that the attitude of the Northern people towards the "brother in black" as a near neighbor does not encourage the hope of the speedy solution of "the problem" on that line.

This attitude of the Northern people towards the negroes who come to dwell among them is without excuse. The negro has many faults. He must be borne with patiently and controlled. This the South has learned to do measurably well, but the North, judged by the riot at Springfield and other like outbreaks, is without tolerance for the negro and wants him to know that his presence there is not desired. This is very unjust to the negro after all that he has been taught to believe about Northern benevolence in his behalf and the professed Northern desire to elevate him to equality with the whites. It is unfair, too, to the South. Negroes who go North should not be thus ruthlessly thrust back upon the South. They have rights in the North. They have for obvious reasons decided claims on the North, and the spirit in the North which wishes to repel their residence there is an improper spirit, inconsistent with Northern profession and a shirking of the North's proper part in bearing national burdens.

Migration of negroes northward has been an excellent lesson to the North in the negro problem. The North has not taken the lesson as it should, and in many ways is endeavoring to shut itself

out of the school. It is unwilling to share the burden which the presence of the negro brings to any community, and would postpone indefinitely the solution of the problem which can only come with a thorough scattering of the negro over the country. Indeed, the South has been beguiled under the guise of "educational philanthropy" to give aid to a definite movement, engineered and financed from the North and having the co-operation of a department of the National Government, to keep the negro massed in the South. This particular campaign has been pushed far enough to suggest that, if it is successful, vast areas in the South must be ultimately relinquished forever to negroes, and they be prevented from developing to their best, as they would if they should have the training that can only come to them by being scattered throughout the whole country and being left to work out their own salvation as individuals instead of depending upon the inspiration of members of another race who prefer to treat the negro problem upon the basis of foreign missions. It may be impossible to overcome the loathing felt by the North against the negro, but it is possible for the South to combat all schemes, no matter how specious and no matter how enthusiastically supported by visionary or mercenary Southerners, that would prevent the negroes from migrating to other parts of the country.

COME TO HEADQUARTERS TO MAKE WANTS KNOWN.

[Special Dispatch to Manufacturers' Record.]
Norfolk, Va., August 27.

We have been awarded contract for timber-decking and other timber work on the Sewell's Point coal pier of the Virginian Railway. Approximately 150,000 feet, board measure, 8 inch by 10 inch by 10 feet to 16 feet, of ties; 125,000 feet, board measure, 3 inch by 12 inch by 12 feet and 16 feet, and 75,000 feet F. B. M. stock sizes long-leaf Southern merchantable pine, will be required. In addition to being in the market for this timber, we are also in the market for air tools and equipment; also cast and wrought iron bolts, washers, etc. Please publish in next issue of your *Daily Bulletin*.

RICHARDSON & BLUMGARDT,
Engineers and Contractors.

We publish the above substance of a dispatch to the *MANUFACTURERS' RECORD* as an illustration of the value of our Construction Department and our *Daily Bulletin* as a medium of communication between the buyer and the seller, with the suggestion that engineers and contractors who want bids on materials of any kind, or manufacturers who want information about machinery or supplies, can make their wants known to the leading business people of the entire country, north, south and west, by wiring or writing to the *MANUFACTURERS' RECORD*, giving particulars as to their needs. Every day brings to this office a long list of inquiries for machinery and supplies, but there is room for a still greater expansion of this feature of the *MANUFACTURERS' RECORD*, and those who want to get the best possible prices from competitive bidders can do so to good advantage by wiring the details of their wants, as did Richardson & Blumgardt, or, if time is not so pressing, by sending the information by mail. We invite our readers everywhere, whether they be subscribers or not, to study the advertising columns of the *MANUFACTURERS' RECORD* for information covering practically every line of machinery, of equipment, of contract work, of engineering and construction operations of all kinds. In writing to these advertisers we would appreciate your courtesy in saying to them that

their card was seen in the *MANUFACTURERS' RECORD*.

STEELMAKING IN THE SOUTH.

We publish in this issue a letter from Mr. Hugh W. Sanford of the Sanford-Day Iron Works, Knoxville, Tenn., discussing the question of the price of steel bars at Birmingham, and presenting the views of a consumer of steel bars as to what position should be taken by the Steel Corporation. The subject is of much interest, though we think Mr. Sanford takes an uneconomic view in one point in which he suggests that regardless of the cost of making bars in Birmingham at present, the base price should be the same as Pittsburgh. Whether bars are costing less or more to make at Birmingham than at Pittsburgh, we do not believe that the maker of steel bars should be expected to sell them below cost any more than the maker of engines and boilers should be expected to sell his product below cost in order to encourage the building of industrial enterprises in which boilers and engines are essential factors. That point, however, is immaterial.

Mr. Sanford in another letter to the *MANUFACTURERS' RECORD* calls attention to the fact that the policy of the Steel Corporation in this matter is exactly the same as that of the Tennessee Coal, Iron & Railroad Co. for many years before it was purchased by the Steel Corporation. There is, therefore, no criticism whatever on the Steel Corporation which would not have applied with equal force to the Tennessee Company long before it passed into the management of the former company.

The iron and steel interests of the South are not by any means so strongly under the domination or control of the Steel Corporation as the average man would be led to suppose by Mr. Sanford's article. It is true that the Steel Corporation at present controls the only steelmaking plant of the Birmingham district now in operation, as the Southern Steel Co. is in receivers' hands and its plant is for the time being idle. This, however, in no way militates against the possibility of other independent concerns building steel works in the South. There are four or five large iron companies in the Birmingham district with ample reserves of coal and ore to justify indefinite expansion in iron and steel making. There are great stores of coal and some iron-ore properties not yet absorbed by any of these larger companies. There is, therefore, full opportunity for going concerns to build steel works in competition with the Steel Corporation, or for the consumers of iron and steel in the South to bring about the establishment of independent steel works in this section. The Steel Corporation controls only about one-half of the iron and steel production of the United States, and in the South it controls scarcely a sixth of the iron production, and not a sixth of the iron-ore resources of the South. Its control of Southern coal, as compared with the total amount of coal in this section, is so triflingly small as to be not worth consideration.

The *MANUFACTURERS' RECORD* believes that the Steel Corporation by its command of great capital and of the highest technical skill which can be found in the world will give to the South an iron and steel development far beyond what could have been secured for many years without such powerful backing. One of the leading independent iron and steel makers of the West, discussing this subject some weeks ago, said to the writer that the entrance of the Steel

Corporation into the South will put that section 25 years ahead of what it would have attained in the natural growth of iron and steel business. The fact that the Steel Corporation is spending millions in the development of its properties at Birmingham, and will doubtless spend many millions more, is an unanswerable argument in favor of the ironmaking advantages of this section. No reputable iron or steel expert can afford to question the potentialities of the South in this industry when the highest authority and the greatest aggregation of capital in the iron and steel world has set its seal of approval upon the Birmingham district. The Steel Corporation has controlled the Tennessee property only since last winter. It has had but little time for carrying out any plans of expansion or for broadening its field of operation. As admitted by Mr. Sanford, its policy in the matter of selling is the same as that which had prevailed in Birmingham for many years. Therefore, no criticism should for the time being stand against that Corporation that was not made against the former managements of the Tennessee Company.

Granting all this, however, the *MANUFACTURERS' RECORD* believes that there is a broad field in the South for the development of steelmaking by Southern ironmakers and steel consumers as well as by independent operations. The iron and steel concerns of the North and West, who make one-half of the iron and steel product of the country, control but a small amount of Lake Superior ores when compared with the vast amount of ores in that region owned by the Steel Corporation. These independent iron and steel people and capitalists outside of this industry could find in the South a broad field of operation for the building of furnaces and steel works. Moreover, the Southern consumers of iron and steel could well afford to encourage the establishment of new steel works. As yet this industry is but in its infancy in this section. There is room for many new concerns.

THE ABSURDITY OF GUARANTEED BANK DEPOSITS.

An advocate of Government guarantee of bank deposits in a recent letter to a daily paper gave as proof positive, in his opinion, of the need of a Government guarantee the fact that some woman of his acquaintance left her money on deposit in a bank in the East and went on a trip to the Pacific coast, and during her absence the bank failed. When she returned she found herself in poverty.

This instance was given as an unanswerable argument in favor of the Government so guaranteeing bank deposits that such a thing could not again happen.

If this bank-guarantee advocate and the other advocates of the same thing would stop for a moment to think, they would probably ask themselves the questions, If the Government guarantees the safety of bank deposits, why should it not guarantee the safety of investments in bank securities? Why should it not guarantee the safety of any investment in railroad or manufacturing enterprises? Why should the man or woman who leaves his or her money on deposit in a bank be entitled to Government protection to any greater extent than the man or woman who puts his or hers in a factory or a mine or a farm, giving employment to other people?

If the Government in this day of paternalistic tendency is to take from the

individual all responsibility as to the safety of his money when on deposit, and is to put a premium on wildcatting in banking rather than on honesty and conservatism in banking, why should not the Government, with the same paternalism, guarantee that every man who invests his money in railroad securities or manufacturing enterprises shall be safe from loss?

The money lying in bank to the credit of a depositor is not more sacred nor more valuable to him than the money invested in a railroad or a factory. Why, therefore, should it be entitled to any greater protection? The man who builds a factory or who aids in the construction of a railroad by contributing a portion of the capital, whether it be a mite or a million, is certainly doing as much for the good of the country and the employment of people as the man whose money is on deposit in a bank. The advocates of Government guarantees say that this system would prevent panics. The same is true for the time being if the Government guaranteed that every investment in factories or railroads should be equally safe. And carried to its logical conclusion, the manufacturer who sells his goods to the merchant or the consumer on credit might ask, Why should not the Government guarantee his credits so that he may know definitely that his money will not be lost?

What a happy condition it would be if the Government did everything, and every man knew that the investment in business of whatever kind would be absolutely safe because the Government is behind it; if every man knew that every sale of goods he made was absolutely safe because the Government guaranteed the solvency of the buyer! But, then, who would guarantee the Government? We would soon reach the limit of governmental ability to make good its guarantees.

To undertake to compare government guarantee of bank deposits with the growth of insurance and to prove that because insurance of life and of property is wise, so government guarantee of deposits would be wise, shows a surprising lack of study of the difference. Insurance is an individual thing and has no relation to governmental work. When the Government undertakes all insurance on a man's life and property without cost to him, then it may logically at that stage of socialism guarantee the safety of his bank deposits, but not until then. Is this country ready for such complete socialism? If so, our republican form of government has ended.

As we have just said, there is nothing more sacred about a bank deposit to justify such a demand on the part of the public than about any investment in any legitimate enterprise. There is no more reason for guaranteeing bank deposits than guaranteeing railroad securities and factory enterprises. Such a suggestion is fundamentally unsound economically, and attention paid to advocacy of it is an indication of the readiness of the country to adopt the wildest vagaries of men who simply appeal to public clamor and not to sound reason and common sense.

"TO BUILD; NOT TO TEAR DOWN."

"The Booster" is the title of a small pamphlet to be issued monthly by Walter J. Clark at Jacksonville, Ala. The aim of "The Booster," so its opening announcement says, "will be to boost anything or anybody that will be to the interest of

Jacksonville and the great State of Alabama. The motto of "The Booster" will be "to build; not to tear down." The spirit which dominates the publication of "The Booster," with the aim and motto which it has adopted, is a spirit which should prevail throughout the South—"to build; not to tear down;" to be a worker, not a shirker; to be an active force for upbuilding rather than a knocker—is a spirit which should prevail in every newspaper office throughout the land. It does prevail in many of them, but in too many, just as with too many people, there is a disposition to tear down. Jacksonville is a place of great potentialities, of great charm of climate, surrounded by a country fertile of soil, rich in minerals and with many advantages for industrial as well as agricultural pursuits, but Jacksonville's advantages would never of themselves create a great and thriving community. Jacksonville's climate will never draw home and health seekers, nor the fertile soil be utilized to the best advantage unless the people of Jacksonville follow the spirit of "The Booster" and seek to upbuild their community—to be workers in the great plan of human advancement. Jacksonville is at work, and in this it is setting an example to hundreds of other places throughout the South endowed with the same blessings but which today are unutilized and undeveloped. Success to "The Booster!" Success to the spirit which animates its publisher! Success to Jacksonville! Success to every individual and to every community which follow along similar lines!

KNOXVILLE SETTING A GOOD EXAMPLE.

The broad manner in which the city of Knoxville, Tenn., is making known its resources and advantages is indicated in the full-page advertisement in this issue of the MANUFACTURERS' RECORD. It is not, however the advertisement on which it is desired to center interest so much as it is the progressiveness and co-operativeness of the business men of that city in inaugurating such a broad publicity campaign for the purpose of acquainting those in the South and outside of it—merchants, investors and homeseekers—with the splendid opportunities which that city has to offer them.

The advertisement states that Knoxville has a mile of jobbing houses; a large wholesale clothing market; the largest hardwood mantel market located in the midst of the hardwood area; factories and mills that turn out products to the value of \$25,000,000; best opportunities for manufacturers, with raw materials right at hand, cheap fuel and splendid transportation facilities; in the center of a great coal region; is on the edge of the deposits of the famous Tennessee marbles; many high-class retail stores; a market-house full of varied products of a rich agricultural and live-stock section; is on the main line of two big railway systems and the Tennessee river; excellent opportunities for profitable investments in real estate and farm, mineral and timber lands; a population of 80,554, and the center of a population of 300,000 within a radius of 50 miles; is 1000 feet above sea-level, with an annual temperature of 74 degrees in summer and 40 degrees in winter. Moreover, as an attraction to deal with its business houses, the Commercial Club is offering free transportation to Knoxville and return to responsible merchants, and in addition is sending out a buyer's guide entitled "The Knoxville Market Annual." This book contains 120 pages, and shows by description and illustration nearly every article made or sold in the city and vicinity. This is similar to the policy of the wholesale merchants of many

Northern cities seeking the business of Southern merchants.

There are several significant features concerning the publicity campaign as undertaken by Knoxville which are especially noteworthy and should prove a source of inspiration to other Southern cities which themselves have so many advantages which are unknown to outsiders because no real attempt has been made to make them known. The leading feature is the co-operative spirit displayed by all of the business interests of the city in this work. Although the idea was originated by Secretary W. M. Goodman of the Commercial Club, the other business organizations and individual citizens entered heartily into the movement and contributed the necessary money to carry it out. The other important feature is that although it was undertaken during the period of severe business depression, not only was \$7000 raised, but it was also determined to start at once on the advertising instead of waiting, as so many are doing, for business to pick up. The Knoxville people broadly sized up the situation and concluded that the period of depression would be an especially opportune time to start, because it has made men give more study to economical production, the finding of nearer and equally good markets for buying goods, and to other requisites so vital to business operations in these days. This was a wise conclusion, and one which undoubtedly in the end will be borne out by results coming from it. But in good times or bad, in season or out of season, it behooves every Southern city to make known both to the people of the South and those outside of it what it has to offer.

Refrigerating Industries.

The purpose of the First International Congress of the Refrigerating Industries, which is to be held at Paris, France, October 5-10, is to bring together the leading experts and representatives of the different industries and enterprises of all countries in which refrigeration is used as an agent for facilitating the preservation and transportation of food products by land or sea. It is believed that such a congress will be likely to stimulate the best thought in the world on the subject of refrigeration, and through such a conference of practical and scientific men it is hoped to improve and perfect the production and application of mechanical refrigeration. The United States is recognized as the pioneer in the practical application of refrigeration for the preservation of foods and its use in various industries, and it is deemed important that this country should not lose any of the prestige it now enjoys, and therefore American interests should be well represented at the forthcoming international congress.

America is a natural source of supply of many food products for densely-populated Europe, and the influence of the coming congress, if rightly directed, will be to break down technical barriers and smooth a way for mutual understanding and for an enlarged trade. Such an international meeting would serve to call universal attention to the benefits derived from refrigeration, and would prove a powerful factor in creating public sentiment favorable to cold-storage products. It would help to remove prejudice the world over against foods preserved in cold storage, and disseminate accurate information regarding the hygienic advantages of refrigeration. It would no doubt lead to an extension of the present market for refrigerated products and for the means of producing refrigeration.

The topics to be considered by the congress will include low temperatures and their general effects, refrigerating appli-

ances, the application of refrigeration to food, to commerce and to transportation, and legislation. The congress will meet in the Sorbonne, one of the most noted institutions of learning in Europe, and the French committee has expressed a willingness to set apart a special room for the display of models of refrigerating machinery or appliances if American manufacturers desire to make such an exhibit. All who wish to exhibit should communicate at once with Mr. J. F. Nickerson, 315 Dearborn street, Chicago, Ill., secretary of the American committee. The program of the congress forms an attractive pamphlet of about 70 pages, handsomely illustrated with scenes of places to be visited on the three excursions arranged for the congress.

Diversifying Farming Opportunities.

[Special Cor. Manufacturers' Record.]
Americus, Ga., August 22.

The Board of Trade was instrumental in locating the new creamery here, known as an Elgin Co-operative Creamery, with a capital stock of \$6000. Some 50 of our business men and farmers of our community are interested in this new enterprise, Mr. J. Wm. Walker being chairman of the executive committee.

This plant is being built and equipped by the Chicago Building & Manufacturing Co. of Chicago, Ill.

I presume the daily output of this plant will be about 200 pounds of butter a day, as we have from 300 to 400 cows promised. The character of the product will be the very best.

The South needs many more such industries as this one, as it means better stock, general improvement in all farming interests, and a little ready cash in the farmer's pocket every month. The writer came South from Kentucky about eight months ago, and he was not here long before it was very evident to him that the advantages and opportunities in the South for the farmer are far superior to those in the North. According to the last census, these Southern lands under the present methods of cultivation are producing more in money crops than are the higher-priced lands of Indiana. What the South needs most are more farmers who will diversify their crops, for there is more money in other crops than in "king cotton."

A. C. CROCKETT,
Secretary Board of Trade.

The University Press at Knoxville, Tenn., has just issued a revised edition of "tables and other data for engineers and business men," compiled by Charles E. Ferris, professor of mechanical engineering in the University of Tennessee. This little vest-pocket manual has already had a sale of 50,000 copies, and the latest edition contains much new and valuable matter, especially a carefully-arranged four-place logarithm table. Its price is 50 cents.

The twenty-eighth annual session of the Farmers' National Congress will begin at Madison, Wis., September 24. Among the expected speakers are Hon. William J. Bryan, Harvie Jordan, Robert E. Lee, Jr., of Virginia, Col. Bennehan Cameron of North Carolina, James J. Hill of Minnesota, W. W. Kitchen and George T. Winston of North Carolina. Mr. George M. Whitaker, 1404 Harvard street, Washington, D. C., is secretary of the congress.

The County Commissioners of North Carolina have effected a permanent organization under the name of the County Commissioners' Association of North Carolina, and have elected Messrs. C. E. Foy of Craven, president; J. A. Davidson of Guilford, vice-president, and G. V. Richardson of Craven, secretary and treasurer.

Optimistic Survey of Industrial Situation in this Country.

[Written for the Manufacturers' Record.]

Twelve thousand words of special telegrams, supplemented by letters, in all filling seven or eight pages of this week's issue of the MANUFACTURERS' RECORD, from many of the foremost industrial concerns in the country, present an invaluable symposium on the business situation in the United States, present and prospective. These telegrams are from such concerns as the Carnegie Steel Co., the Illinois Steel Co., the Tennessee Coal, Iron & Railroad Co. and other subsidiaries of the United States Steel Corporation, the Pennsylvania Steel Co., the Republic Iron & Steel Co., the Sloss Iron & Steel Co., the Ashland Steel Co. and the Inland Steel Co., large machinery building concerns of various kinds, construction companies, cement manufacturers, lumber manufacturers, makers and handlers of building material, engineers, contractors and others. Here is a wide range of industrial activities. The territory covered is likewise broad-reaching, extending from New England to the far South and from Dover, N. H., in the East, to Madison, Wis., and St. Louis, Chicago and Kansas City, in the West. With but rare exceptions these telegrams indicate a very marked improvement in the business outlook, evidenced either by an actual increase in orders or inquiries for materials in many lines or by a steady advance toward a resumption of normal activities, with optimism as to 1909. This feeling is based upon unmistakable signs of the revival of building operations, especially in the middle West, which means a widening market for materials in many lines and indicates that the low price of materials, an abundance of labor and close figuring by contractors are being taken advantage of, upon the fact that crops of different kinds are big enough to bring business gradually up to the conditions of 1906, and upon plenty of money in agricultural communities, the purchasing power of the farmers being not only unimpaired, but larger than ever. The movement of crops to the markets, of machinery and implements into rural communities and of lumber, cement, iron and steel and other building materials is expected to aid in restoring the balance in the railroad situation. When purchasing by the transportation companies on a large scale is resumed, when railroads are in a position to go ahead with contemplated improvements, the steel business, so dominant in American industry, will regain its strength and vitality. On this point Mr. H. P. Bope, vice-president of the Carnegie Steel Co., wires that the prospects for agricultural implement buying are the best in years, the outlook for crops is most promising, that general business is undoubtedly good, and that only railroad purchasing is needed to make the situation strong. The iron and steel men of the Birmingham district take courage from the collapse of the coal miners' strike, and President George G. Crawford of the Tennessee Coal, Iron & Railroad Co. notes that during the depression the South produced more nearly its normal output in iron and steel than any other section of the country. The general situation is well epitomized in a telegram from a construction company of Worcester, Mass., to the effect that the promise of great crops, an abundant supply of money obtainable at low rates of interest and the certain large requirements of our great railroad systems and industrial enterprises are some of the more prominent harbingers of renewed prosperity.

Though the imminence of the Presidential election is regarded in some quarters as a drawback, in other quarters the results are held to have been already discounted, there is less nervousness than was the case some time back, and confidence does not seem to be materially affected by the political campaign.

Running through many of the telegrams is the thought that, with general business fairly active, it only needs a revival of railroad buying to bring about widespread prosperity, and that such buying is dependent upon political conditions being such that investors will again begin to regard railroad securities as desirable investments.

A few concerns report their August business as up to the normal, if not beyond it; one looks to a return of good times at automobile speed; another is preparing for more business than ever before; a third believes that there is plenty of business for those who know how to go after it, and a fourth is of the opinion that concerns suffering most at present "are those who became panic-stricken and went to extremes in minimizing expense by letting off salesmen, hiring cheaper labor, reducing their advertising and figuratively crawling into a cyclone cellar."

The MANUFACTURERS' RECORD takes great pleasure in presenting to its readers in the following pages this remarkable survey of the whole business situation of the country, brought down to date through these important messages to it from representatives of American industrial interests:

Only Railroad Buying Needed to Make Situation Strong.

[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., August 31.

Business has shown a steady, though slow, improvement since June. Prospects for agricultural implement buying are the best in years. Outlook for crops most promising. General business undoubtedly good. Only railroad purchasing needed to make situation strong.

H. P. BOPE,

First Vice-President Carnegie Steel Co.

Indicates Revival in All Lines Into Which Steel Products Enter.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

There are unmistakable evidences of improvement in general business conditions. Orders for finished steel products are more numerous and somewhat larger in volume than at any period since last fall. Variety of materials ordered indicates a revival in all lines of industry into which steel products enter. The frequency with which orders are duplicated and the customers' insistence upon immediate delivery are unmistakable evidences of the exhausted condition of stocks in hands of customers. It seems to me that all indications point toward substantial progress in the restoration of normal activity in general business.

E. J. BUFFINGTON,

President Illinois Steel Co.

The South's Record in the Period of Depression.

[Special Telegram to Manufacturers' Record.]

Birmingham, Ala., August 31.

During the period of depression the South has produced more nearly its normal output in the iron and steel lines than any other section of the country. There are

evidences of a somewhat increased activity in business, such as the shipment of pig-iron in excess of the make, coupled with increased firmness in quotations. Locally, the increase in operations at the coal properties, due to settlement of labor troubles, will be followed by an improvement in general business.

GEO. G. CRAWFORD,

President Tennessee Coal, Iron & Railroad Co.

Business From Railroads Not Improving.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., September 1.

There is noticeable some slight improvement in lines of our business not directly connected with railroads. Business from railroads is not improving. Do not look for any marked change in present condition, certainly until political questions involved in Presidential election are settled, probably not until revision of tariff has been made.

E. C. FELTON,

President Pennsylvania Steel Co.

Improving in the Birmingham District.

[Special Telegram to Manufacturers' Record.]

Birmingham, Ala., August 31.

There is every evidence of improving conditions in this section of the country. This has been somewhat held in check for the last two months by a general coal miners' strike, but that has been declared off, and I expect to see a gradual improvement in business from now on, subject, possibly, to temporary setbacks incident to the Presidential election. The blast furnaces of the district have generally sold their output for the balance of the year, and while the prices obtained were not high, they are fairly remunerative. Merchants here have suffered from the large reduction made on payrolls owing to the strike, but that being over, we may naturally expect a greatly-improved business among them.

J. C. MABEN,

President Sloss Iron & Steel Co.

"Provided the Railroads Are Given a Square Deal."

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

Business conditions show steady and persistent improvement, with prospects that this condition will continue uninterruptedly until normal business conditions prevail. The year 1909 promises at least normal conditions, with some prospects that it might be a banner year. Crops are now practically assured in all agricultural sections, money is cheap and abundant, and there is every reason for confidence in the future, provided the railroads are given a square deal and provided the November elections result in bringing about conservative legislative control.

JOHN A. TOPPING,

Chairman Republic Iron & Steel Co.

Better Feeling in Past Two Weeks.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

August is the first month showing any increase in orders received since January 1. While there are no large orders, many are from dealers who are showing desire to replenish their stocks, and orders for supplies and parts would indicate that factories are beginning to start up or are preparing to resume business. Orders from railroads are still very scarce. Inquiries for heavy machine tools and cranes show improvement over any month since January 1. Reports from our branches and traveling men all indicate a better feeling during the past two weeks, and we feel encouraged to say that the general situation, we think, is more hopeful and encouraging than it has been before in this year, although we cannot truthfully say there is a substantial improvement in business.

CHARLES A. MOORE,

President Manning, Maxwell & Moore.

Mill is Running Full Day and Night.

[Special Telegram to Manufacturers' Record.]

Tonawanda, N. Y., September 1.

Business good. Outlook good. Our mill is running full day and night. Plenty of orders for high elastic steel for reinforcing concrete.

BUFFALO STEEL Co.

The Reason for the Faith.

[Special Telegram to Manufacturers' Record.]

Worcester, Mass., September 2.

We are of the opinion that business conditions will become normal within a year. Present indications of this are even more favorable than those of the early summer. Promise of great crops, an abundant supply of money obtainable at low rates of interest and the certain large requirements of our great railroad systems and industrial enterprises are some of the more prominent harbingers of renewed prosperity.

MORGAN CONSTRUCTION Co.

An Abiding Faith in Continuance of Upward Tendency.

[Special Telegram to Manufacturers' Record.]

Quincy, Ill., September 2.

Have observed in the last 30 days a general improvement in business conditions. It seems widespread, too, as evidenced by the reports we receive from our agents scattered throughout the country. We have an abiding faith in the continuance of this upward tendency, and look for a good 1909.

GARDNER GOVERNOR Co.

Business Again Headed in the Right Direction.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., August 31.

Have just returned from trip East and find that hope and confidence as to future business outlook are prevailing everywhere. The country's business is again headed in the right direction. Improvement has been slow and gradual, and for all that is all the safer. I believe the rate of improvement will continue slow for the balance of the year. The increase in volume of general business has not been great as yet,

but it certainly has been and is now improving. Recuperation has been remarkable in financial conditions, which are now unusually sound. People have largely regained their courage. I believe the year 1909 will be prosperous. The South has good crops and will continue to develop rapidly.

H. M. ATKINSON,

President Atlanta, Birmingham & Atlantic Railroad.

A Slight Improvement in All Lines.
[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

There is a slight improvement in all lines, and particularly noticeable in what we term our miscellaneous steel casting line, the latter being the best barometer of business indicating a better condition. We look for a gradual improvement until after election, and for material improvement after that.

AMERICAN STEEL FOUNDRIES CO.

Specifications Calling for Immediate Execution.
[Special Telegram to Manufacturers' Record.]

Steubenville, Ohio, August 31.

Notwithstanding the fact that the steel business shows little improvement from day to day, very substantial progress toward betterment can be noted when comparison is made by week or month. Owing to stability of prices few inquiries are being made, but each mail brings its quota of specifications, the bulk of which call for immediate execution. Urgency in matter of shipments indicate low stocks in hands of dealers and users, and little additional business would be required to start healthy buying movement. Financial condition of trade in general is apparently good, and settlements are being made in satisfactory manner. Attendant circumstances considered, we regard present conditions as being about all that could be reasonably expected, and, provided political matters are satisfactorily settled, we look for good late fall business, and next year should be a "hummer."

ISAAC M. SCOTT,

President La Belle Iron Works.

Expecting One of the South's Most Satisfactory Years.
[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., August 31.

We have during the month of August seen a decided tendency toward the resumption of business. This, we think, will continue slowly until next year, when we expect one of the most satisfactory years that the South has ever seen—not so large a volume of business, perhaps, but more sane, with the election settled. One of the largest cotton crops we have ever had, cheap money, confidence restored; what is there to prevent it? The country has been convalescing for six months. We think that 1909 will bring normal conditions. The panic knocked the breath out of us. It has caused us to suffer and think, but in the end it will do good.

T. K. GLENN,

Superintendent Atlanta Steel Co.

Demand for Material Improving in the Mississippi Valley.
[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

We find business conditions and the demand for our material steadily improving in the territory we serve, which includes the Mississippi valley east of the Rockies, Southwest, Northwest and South. Sheet-mill products are especially active, mills running full. Farm implement manufacturers specifying freely. Concrete reinforcing steel is being bought in good tonnages. Structural material is moving better, but not in very large demand. Car builders and railway equipment concerns are doing comparatively little. This is the chief drawback to steel interests at this time. Money is plentiful in agricultural communities, and farmers are evidently commencing to buy normally. Crops are good enough to make business gradually come up to 1906. We feel much encouraged, and believe that by the end of the year we shall be running in all departments, notwithstanding an increase of our productive capacity of 50 per cent. since a year ago. Prices holding well.

INLAND STEEL CO.

Radical Betterment Looked For.
[Special Telegram to Manufacturers' Record.]

Newport, Ky., August 31.

We have had a steady run of orders for about 70 per cent. of our output for steel sheet bars since April last, and occasional orders for steel billets for rerolling purposes in fairly good quantity. Have had a number of inquiries for forging billets, but with rather slim results. Customers are claiming considerable outlook for a radical betterment of the general situation to come sooner than anticipated, as money is cheap and collections are good.

J. A. ANDREWS,

President Andrews Steel Co.

Southern Jobbers Not Heavily Stocked.
[Special Telegram to Manufacturers' Record.]

Columbus, Ga., August 31.

Our observations indicate a distinct improvement in practically all lines of trade in the South. However, conditions are not buoyant, and it is our opinion that we shall experience some more months of subnormal business. During the past six weeks we have covered practically all the Southern States, and find jobbers not heavily stocked with goods carried over, and while they do, generally speaking, regard the outlook encouraging and are disposed to buy, they are inclined to be cautious. Some factories and mills which have been idle for months are resuming operations and others are restoring wages, putting on almost their former number of workmen and at full time. In some sections crops have been injured to greater or less extent by drought or too much rain, but this is not general nor unusual, and indications point to a splendid yield.

COLUMBUS IRON WORKS.

Confidence of Builders in the Future.
[Special Telegram to Manufacturers' Record.]

Detroit, Mich., August 31.

Building business shows a marked improvement. July and August are better than the corresponding months of last year. Building enterprises that have been held up for months are now going ahead. Owners generally seem to be taking advantage of the low prices of materials, the fact that labor is plentiful and that contractors are fig-

uring close. They realize that they can save 20 per cent. over last year's prices. An idea of the business conditions among industrial companies is shown by the increase in the size of their plants. Companies like the Packard Motor Car Co., Emerson Manufacturing Co., Chicago Railways, Burroughs Adding Machine Co. and Ford Motor Co. are greatly enlarging their capacity. The building is of a permanent nature, such as fireproof reinforced concrete construction. This shows the confidence of the builders in the steady improvement of business conditions. TRUSSED CONCRETE STEEL CO.

Picking Up Right Along.
[Special Telegram to Manufacturers' Record.]

Cincinnati, Ohio, August 31.

Our business this month has increased 30 per cent. over preceding months, but is still somewhat shy of the business of this time last year. From number of inquiries we are receiving business seems to be picking up right along, and we believe the increase is general. We are unable to say at this time whether this improved condition will continue or whether there will be a lull around election time. Steel jobbers are all reporting increase in business, and we believe good times are not far off.

CINCINNATI IRON & STEEL CO.

Essential That Orders Be Placed Immediately.
[Special Telegram to Manufacturers' Record.]

Dayton, Ohio, August 31.

Business so far this year is equal to any previous years. Outlook for future business is good. Inquiries are coming from all sections, and have a healthy tone, and are anticipating that several large contracts will be placed late this year and in the early part of next. Present low prices of material are making buyers wish to get contracts closed while prices hold. Consider general business conditions very much better than at any time within the year, and believe it is essential that orders be placed immediately for all materials that require time to manufacture, as stocks in all lines are low and there is sure to be a decided increase in prices in the near future. Just notified of the award of large turbine contract to us for immediate delivery.

DAYTON GLOBE IRON WORKS CO.

Awaiting Good Times Coming in an Automobile.
[Special Telegram to Manufacturers' Record.]

Cotestville, Pa., August 31.

"Big barns burstin',
Corkin' crops o' corn;
Good times a-comin'
Sure as you're born"

is the quatrain with which we headed our advertisement last week. Here's another:

Hush, little mill man, don't you cry;
Looms will be a-rattlin' by and by.

We are receiving many inquiries for steam hydraulic elevators. These come from iron, steel, paper, flour, meat, ice, cotton, ice cream, gas, foundries and all sorts of factories. We are also getting many orders. These things are signs that the pendulum is on the back swing, and smart managers are getting ready to meet old Mr. Good Times when he comes a-spinning down the lane in his automobile.

CRAIG RIDGWAY & SONS CO.

For Better Times After the Election.
[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

Wire-rope business is showing a strong tendency toward revival and is gradually getting back to 1906 figures. This is general in our line, and after the election we look for times to be as good as they were in 1906.

BRODERICK & BASCOM ROPE CO.

Not Materially Affected by Politics in the Middle West.
[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., August 31.

The unmistakable revival of building operations in the large business centers and the evidence of confidence throughout the Middle West as indicated by inquiries all point to restored confidence which the condition of politics seems not to materially affect.

THE AMERICAN CONDUIT MANUFACTURING CO.

Building Conditions Certainly Improving.
[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

Building conditions are certainly improving.

FRANK B. GILBRETH.

Unmistakable Evidences of Improvements.
[Special Telegram to Manufacturers' Record.]

Decatur, Ill., August 31.

Orders growing in number and size unsolicited; telegraph requests for shipment by express and payments more prompt are plainly visible signs of improved business conditions. There is plenty of money on which to do business, and there can be no doubt that the recent weeding out of the undesirable speculative element will improve our financial status. The tremendous crops coming on will further enrich the farmer and provide an enormous business for the transportation companies. With these two fields showing such great evidence of prosperity there must naturally follow a great revival of all industrial enterprises. Answering your formal questions, we are pleased to say: (1) Our orders are coming from all sections, which leads it to believe business resumption is general. (2) We think prospects for the immediate future are promising. (3) As an instance of what we think of the more distant future, we may say that we are running our factory day and night on the theory that there will be a ready market for many months to come.

ADOLPH MUELLER,

President H. Mueller Manufacturing Co.

Think Revival Depends Upon Railroad Burying and Politics.
[Special Telegram to Manufacturers' Record.]

Philadelphia, August 31.

We do not expect much improvement in business until the political question is settled. It is true there is much less nervousness than existed some time back—

securities seem easier to move—but this is natural with the cheap money prevailing; but new enterprises are just as difficult to finance as they were some time back. In some lines where the constant demand has absorbed the accumulation on hand we hear of more activity. In my opinion no general revival can be looked for until the railroads are in position to go ahead with the many improvements contemplated and which were stopped by the money panic.

JOS. S. KEEN, JR.,
President the American Pipe Manufacturing Co.

Improved Signs of Business Conditions.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

Signs of better business conditions have distinctly improved in the past six months. Our August business was practically normal. We do not expect this record to be maintained, but do anticipate that by the first of the year business will be going on about as usual.

HEINE SAFETY BOILER CO.

Highly Satisfactory Quality and Size of Inquiries.

[Special Telegram to Manufacturers' Record.]

Ampere, N. J., August 31.

Throughout all our branch offices, in inquiries and orders for Crocker-Wheeler electric motors, dynamos, etc., August has been 50 per cent. better month than any this year. Quality and size of inquiries highly satisfactory.

RODMAN GILDER,
Secretary Crocker-Wheeler Company.

Suggested Explanation of Suffering by Some Firms.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

Our aggregate brick deliveries for 1908 are estimated at this time at only 10 per cent. less than in 1907, which was record year. This is largely due to general impetus in business within last two months, and prospects for continuance for balance of year look as promising as they ever did. The Northwest and West, particularly Minnesota and Oklahoma, show signs of greater activity than any two locations outside St. Louis. We find floods in Texas in early part of year responsible for postponement of many building operations and cheapening of others. Conditions in general are positively good, though in some lines the recovery has been slower than others. Concerns, in our opinion, suffering most are those who became panic-stricken and went to extremes in minimizing expense by letting off salesmen, hiring cheaper labor, reducing their advertising expense and figuratively crawling into a cyclone cellar, and are now emerging to find someone else has captured part of their trade.

HYDRAULIC PRESS BRICK CO.

A Greatly Increased Demand in the Winter Months.

[Special Telegram to Manufacturers' Record.]

Sharon, Pa., August 31.

We believe business is slowly but surely improving. Consumers are not speculating by purchasing more material than they actually need for their immediate wants. We feel sure that with the uncertainty of the election out of the way buyers will begin to anticipate and prepare for better times. We do not look for normal conditions in the steel business until we are well into next year, but are confident that there will be during the winter months a greatly increased demand over that now existing.

MORRIS BACHMAN,
Sharon Steel Hoop Co.

General Tone of Market Healthier.

[Special Telegram to Manufacturers' Record.]

Worcester, Mass., August 31.

While the actual call for grinding wheels has not increased greatly during past few months, the general tone of the market is healthier and seems to be gaining surely, if slowly, and orders are improving. The same remarks apply to the grinding-machinery business, although there is a more marked falling off here during early part of year.

NORTON COMPANY.

Considerable Revival in Every Department.

[Special Telegram to Manufacturers' Record.]

Jackson, Tenn., August 31.

There is every indication that we already have considerable revival of business in every department. This improvement seems to be pretty general throughout the Southern States, in which we operate and sell the product of our factory. The industries have suffered most, and especially the lumber interests. The frequent orders that are coming from the lumber districts show that the mills which have been idle are now starting, and the heavy lumber shipments also show a decided revival of business from that source. Crop conditions still continue promising, and, with the abundant harvest now at hand, it seems that business should be really better than it is now. The industries of necessity have been forced to rigid economy and little improvements have been going on, and the same economy has been felt in other departments. Still, it is agreed from every source that business is better and the prospects for a good fall business are exceedingly bright.

SOUTHERN ENGINE AND BOILER WORKS.

Business Equal to This Time Last Year.

[Special Telegram to Manufacturers' Record.]

Detroit, Mich., August 31.

From our viewpoint, business conditions are constantly improving. Our business for the past three months is equal to corresponding months last year.

AMERICAN BLOWER CO.

Business Soon to Be Back in Normal Condition.

[Special Telegram to Manufacturers' Record.]

Easton, Pa., August 31.

Business conditions are improving, judging both from local observation and our own business, which practically covers the entire country east of the Rockies. Officers of all the local banks report to us an improved showing in their deposits and an

increase in the payrolls of local industries, which, of course, mean employment of more men. This improvement has been gradual but steady. Our own industry also shows hopeful symptoms. Of course, the hold-up in building operations last fall and the early part of this year has made our trade somewhat quiet this summer, since roofing slate is about the last thing required in the erection of a building. However, we are receiving many inquiries, and our field force, as well as our trade, report numerous building projects now under consideration on which we are asked for quotations, indicating that we may soon expect our business to be back to its normal condition.

GENUINE BANGOR SLATE CO.

Inquiries Increasing in Number.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Indications in connection with our business lead us to believe there has been and is still a gradual improvement taking place in business conditions throughout the American Continent. Our sales in the early months of the current year were approximately 40 per cent. of normal, and this has gradually improved until we are now on a basis of 55 per cent. From the increased number of inquiries being received we are led to believe that we may safely expect a corresponding increase in the volume of orders booked for the balance of year.

CHICAGO PNEUMATIC TOOL CO.

Great Agricultural Prosperity Will Be Eventually Felt by All.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., August 31.

Our general volume is small. Southern demand is relatively better than Northern or Pacific coast. We think general conditions better than few months ago, but our line does not reflect them yet. The great agricultural prosperity will eventually be felt by all, and we believe conditions will steadily improve.

HAINES, JONES & CADBURY COMPANY.

Advance to Be Strengthened the Rest of the Year.

[Special Telegram to Manufacturers' Record.]

Birmingham, Ala., August 31.

Industrially speaking, things are looking up. Paramount in interest is the termination of the coal-miners' strike, which has been so ably handled by the Alabama Operators' Association. Pig-iron during the past 60 days has scored a healthy advance and the present indications are that this advance will not only be maintained, but strengthened during the ensuing months of the present year, which will tend not only to stimulate prices, but induce buying on a much larger scale in all classes of finished iron and steel products than has been experienced at any other time this year.

C. E. FOUST,

President Birmingham Car & Manufacturing Co.

Optimists in Every Sense of the Word.

[Special Telegram to Manufacturers' Record.]

Detroit, Mich., August 31.

We are pleased to state that we certainly see indications of a revival of business from our own experience. We are very much encouraged, our August business being our record month so far this year. Business with us has been steadily increasing, and jobbers generally are showing their confidence in the future by the liberal orders they are placing. As we deal largely with farm-engine manufacturers and engine and boiler manufacturers generally, their orders are certainly an indication that machinery of all kinds is being put into operation. This class of trade we have always considered a sort of business weathervane, indicating, as it certainly does, that boats, mills, factories and the farmers are getting busy. We are optimists in every sense of the word as to the business of the future.

PENBERTHY INJECTOR CO.

Gradual Improvement in Pig-Iron Market Continues.

[Special Telegram to Manufacturers' Record.]

Cincinnati, Ohio, August 31.

The pig-iron market continues its gradual improvement and is now in better shape, with better prospects than at any time within the last year. The outlook is promising; reports from our customers throughout the country indicate a picking up in most lines of iron consumption, and there only lacks generous business from the railroads to make a complete revival. There has been more buying recently on confidence than for 11 months previously, and our business is an indication of consumers' attitude. June sales were larger than March and April combined; July larger than any previous month this year; August shows a 33 per cent. gain over July. There is a revival of business in coke commensurate with pig-iron.

ROGERS, BROWN & CO.

Election Results Somewhat Influential.

[Special Telegram to Manufacturers' Record.]

Indianapolis, Ind., August 31.

This period of the year is always quiet in our line. While there is a more hopeful tone, we can see no basis for a revival in general business until next spring, and conditions then will depend somewhat upon election results. One of the most disquieting elements in the situation is the attitude of the railroads in the matter of freight rates. Radical reduction in prices are undesirable, and increases in costs are equally prejudicial to the return of normal conditions.

NORDYKE & MARMON COMPANY.

Prospects Are Good.

[Special Telegram to Manufacturers' Record.]

Waynesboro, Pa., August 31.

Business conditions in our lines show some improvement. In our heavy line department, including particularly ice and refrigerating machinery, we have been receiving during the past few weeks many inquiries. Our salesmen are busy, and report better prospects than at any time during the year. However, not many orders have been placed, but prospects are good. In our light line department, including principally engines and sawmill machinery, conditions are very much as they have been for some months. When the lumber trade improves we will look for better business, but do not anticipate much improvement for several months. On the whole we report a tendency

toward revival, and we look for better conditions in the course of a few months. We would add that while prospects in our heavy line are brighter than they have been at any time this year, not much business has resulted so far, as customers generally are holding off. Some state that they will wait until the Presidential election has been held, and others simply holding off on general principles and waiting for developments. In our light line department, including particularly sawmill machinery, business has been less during the past six months than for many years. We, however, have the information that conditions in the lumber section in the South are improving, and if these reports are correct, our business in the light line will increase. Taking the business as a whole, including light and heavy lines, there is some improvement, and we believe prospects for better conditions will be better later in the year or early next.

EZRA FRICK,

Treasurer and General Manager Frick Company.

Results of Election Already Discounted.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

An impending Presidential election has never before been less of a factor to the business world than the coming election of this year. Since early in August the results of the election have been discounted, and, with the certain promise of the most bountiful crops, the revival of business is most noticeable. This is particularly true of Portland cement, and never before have our shipments been as heavy and the inquiry more widespread and satisfactory, especially from the South, as at the present time. Our shipments for August are 12 per cent. heavier than for any other month in our business history, and the St. Louis manufacturers in general now hold the most optimistic views as to business for the balance of the season.

ST. LOUIS PORTLAND CEMENT CO.

Business Not Normal, in Spite of Optimism.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

Business in the Southwest is reviving, and there is a slight stiffening in prices of building material and supplies. In general, business is not normal, in spite of an optimistic desire to think and say that it is. Until the railroads resume their full activities it is hard to think that there will be a full recovery, and the Presidential election is causing suspense. The building business has not suffered greatly in the West and Southwest during the reversal. Investors are apparently giving preference to sound building investments.

SELDEN-BRECK CONSTRUCTION CO.

A Link Well Along in the Chain of Business.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., August 31.

In territory tributary to St. Louis the agricultural showing is exceptionally good. Dealers are placing orders for such things as steel, iron and glass for building operations, so that our link is well along in the chain of business. But we confidently expect the sprocket of resumption to reach our stock, resulting in activity in the jobbing trade, this, in turn, creating a demand in many lines of manufactures. We are largely dependent on the output of the heavier product sharply.

LACLEDE-CHRISTY CLAY PRODUCTS CO.

Looks Like Folks Are Taking Up Matters Dropped a Year Ago.

[Special Telegram to Manufacturers' Record.]

Cleveland, Ohio, August 31.

With us orders have increased very materially during the last two months. We have now enough to keep us going for at least four months, and very likely six months, and the outlook for new orders is very encouraging. We are now receiving orders on quotations made a year ago. In other words, it looks to us as though the people were taking up matters that were dropped about a year ago. We certainly think that the outlook is very encouraging in our line, and we hear the same from other business firms.

C. O. BARTLETT & SNOW CO.

Waiting Upon Election Results.

[Special Telegram to Manufacturers' Record.]

Wilmington, Del., August 31.

Our business is in about the same condition it has been for the past six or eight months, and does not show the improved condition we hear something of in the papers. We do not look for much improvement until it becomes a certainty that Mr. Taft will be or is elected President. The country, we believe, has a fair idea what to expect from Mr. Taft's administration, but it is impossible to formulate any opinion as to what policies would be pursued by Mr. Bryan should he be made President.

J. J. SATTERTHWAITE,

President Remington Machine Co.

Great Majority of Business Men Not Discouraged.

[Special Telegram to Manufacturers' Record.]

Louisville, Ky., August 31.

There are substantial evidences of business revival and good reasons why a general resumption of business should be realized not later than November next.

1st. The great majority of the business men are not discouraged, but hopeful of the future, basing their faith upon the wonderful productiveness of our soil and the courage, honesty and resourcefulness of the Anglo-Saxon people of this country, who have never learned the meaning of the word defeat.

2d. Some of the crops are being harvested and the others are maturing, and this gives assurances of work for thousands, more freight for the railroads, wealth for our farmers and bread for everyone.

3d. The scarcity of money last fall was the direct result of dishonest banking on the part of some captains of finance in the East in the flotation of hundreds of millions of securities in enterprises capitalized many times in excess of their real value, and these were manipulated into the hands of hundreds of the small investors. When these securities proved to be worthless the public lost confidence for the time in all financiers. Then the panic!

4th. The railroad presidents at first thought that President Roosevelt's policy of railroad regulation meant destruction to property. It is now thoroughly understood

that the President's railroad policy means a fair deal to railroads and shippers alike. This golden text runs through all of his demands for civic righteousness, and is approved by fair men, regardless of political bias. The battle for the Presidency, now being waged by the two great parties, in that it attracts public attention to a remarkable degree, retards the rapid return to normal business. The reason for this is found in the inbred patriotism of our people, who can afford to set business aside awhile to discuss and master the great questions involved in this national campaign. When they shall have settled them at the election they will return to business. After the Presidential election each day will record an advance of business improvement which will continue until once more every shop and factory which deserves confidence will be running full time.

M. S. BARKER,

General Manager Straight Creek Coal & Coke Co.

Significant Change in Character of Inquiries.

[Special Telegram to Manufacturers' Record.]

Corliss, Wis., August 31.

We are glad to say that for the past eight weeks we have received an increased number of good inquiries, and have taken business in August at satisfactory prices amounting to 40 per cent. of regular business. We believe our business is showing steady increase, and feel that by January, 1909, we will be running about normal capacity. Many of the inquiries received in March, April, May and June were dropped by intending purchasers after receiving price, whereas the later inquiries have in most cases resulted in sales for ourselves or competitors. We have watched this phase of the situation carefully. Sales during August indicate that buyers are asking prices for the purpose of purchasing, and are actually buying material on which they have asked prices. We therefore feel that a larger percentage of the inquiries received are resulting in sales than heretofore, which must necessarily bring about an increase in the business.

C. A. HAMILTON,

General Manager Wisconsin Engine Co.

Wide-Awake Men Cannot Fail to Recognize Indications of Prosperity's Return.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

We are optimists. We believe wide-awake business men cannot fail to observe sure indications of returning prosperity on all sides. With splendid crops everywhere and good prices ruling for same, the agricultural population is assured of prosperity. Factories in most localities are working full time. Money is "easy," and consequently enterprise is not handicapped as it was a few months back, and most important of all, to our minds, confidence is restored, consumers of all our products—ruberoid roofing, insulating and sheathing papers, preservative paints and insulating varnishes, compounds and tape—are purchasing more freely than for months past, and when one considers practically every line of industry, it is evident that the revival of business is general. To sum up the situation, we believe that while the approaching elections may retard the complete and immediate return of times as prosperous as before the panic of last year, indications surely and clearly point to a booming fall trade just as soon as the Presidential election is decided.

STANDARD PAINT CO.

Tide of Activity Returning Generally.

[Special Telegram to Manufacturers' Record.]

Auburn, N. Y., August 31.

We believe that the tide of business activity is returning in all parts of the country. The prospects for fall trade are promising and positive in most every line. Our experience is that this condition is general throughout the country, and not confined to any one locality or any particular class of trade. We believe that the future looks bright, and have every confidence that trade will be of a very satisfactory condition shortly.

COLUMBIAN ROPE CO.

Great Volume of Enterprises Awaiting Financial Support.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

The many undertakings in the line of earth excavation recorded in technical journals, as well as our own correspondence, testify to the great volume of legitimate enterprises awaiting financial support. Since the recent panic large cities and large enterprises of well-known standing have had preference, but with easier money and increasing confidence municipal, security, drainage and irrigation bonds are increasing in favor. With no political upheaval, we are very optimistic as to the future.

MUNICIPAL ENGINEERING & CONTRACTING CO.

Many Interests Preparing for Increased Operations.

[Special Telegram to Manufacturers' Record.]

Roanoke, Va., August 31.

Our inquiries have been steady and are increasing, but the volume of business actually undertaken in our line has been much below normal for several months. Railroad movements seem to be improving in our territory now, indicating increased activity of some manufacturing and mining interests. Our belief is that nearly all interests, with few exceptions, are making preparations for increased operations in the near future, and we confidently look for steady improvement from this time forward.

C. E. MICHAEL,

President Virginia Bridge & Iron Co.

Steady Revival of Building Operations.

[Special Telegram to Manufacturers' Record.]

Birmingham, Ala., August 31.

Business outlook better than at any time this year. Our orders and shipments are as good as in 1907, and prospects very bright. The ending of the coal miners' strike removes the only cloud on the horizon of progress in this district. Building operations show a marked increase here. We serve the South Atlantic and Gulf States, and inquiries and orders show a steady revival of building operations in all sections of this territory. The South has weathered safely the gale of frenzied finance, and with an abiding faith in her own resources and return to safe and sane dealing with the corporations that have done so much to develop them, we believe she will march steadily forward to victory in all industrial undertakings. The MANUFACTURERS' RECORD has

been a faithful high priest and prophet of the South's advancement along these lines, and we wish you a most cordial Godspeed. SIBLEY-MENGE PRESS BRICK CO.

Prospect of Slow, Gradual Return to Normal.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., August 31.

While business conditions are far from satisfactory, there is an improvement both in number of inquiries and amount of contracts secured. The prospect is good for a slow and gradual return to normal trade conditions. MORSE, WILLIAMS & CO., Department of Otis Elevator Co.

Afraid of Delays in Getting Raw Materials.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Outlook is splendid. The lookout is afraid of delays in getting raw materials. We are behind our orders. Customers are crying bitterly for steel to reinforce their concrete work. Quit worrying and work for Taft.

AMERICAN SYSTEM OF REINFORCING.

Shops Unable to Keep Up With Orders.

[Special Telegram to Manufacturers' Record.]

Findlay, Ohio, August 31.

Our shops are unable to keep up with orders and are working overtime, so we have no cause of complaint. As a rule, in this locality factories are running about 60 per cent. of their regular force. Cash is plenty and banks are in good condition. Prospects are that the business will remain about as it is now for this season. Improvements will depend, in a measure, upon whether elections leave business affairs undisturbed or whether monetary matters are to be changed to meet new conditions. If so, the effect will be depressing.

W. D. McCAUGHEY,

Secretary-Treasurer Buckeye Traction Ditcher Co.

Advantage in Building Now.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., August 31.

We had expected by this time a marked improvement in business, but are compelled to report that in our line, which has to do principally with building of new industrial plants and public-service properties, conditions have not radically changed. It would hardly be expected that large operations of this character would be undertaken until the political situation has been more clearly defined. Further, no large construction work is likely to be undertaken in the Northern States until the spring, and, on this account, the engagement of engineers for such operations is not likely to become general until the fall. We can report considerable activity in the professional part of our business, namely, the preparing of reports on the betterment of existing properties. We would like to emphasize the advantage that would accrue to manufacturers who build now on account of the low price of materials and the favorable labor market. Conditions, as we see them, point to a marked improvement after the first of the year, but we anticipate no radical change before that time.

DODGE & DAY.

Nothing Spectacular or Sudden in Recovery.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

We think the worst period of the present depression has passed and we anticipate improvement from now on, but there will be nothing spectacular or sudden in the recovery. While all material conditions favor prosperity, confidence is always of slow growth, and its restoration will depend not so much upon political declarations and success as upon actions that will show business men and investors that they can operate under normal economic conditions without uncertainty as to harmful interference from governmental sources.

F. C. CALDWELL,

Vice-President H. W. Caldwell & Son Company.

Slowly Working to the Better.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., August 31.

Business conditions generally are slowly working to the better. Our own line is good at this time, having improved very much since August 1. We are looking forward with increasing confidence to better times ahead.

E. VAN WINKLE GIN AND MACHINE WORKS.

Purchasing Power of the Farmer Better Than Ever.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Although the construction of new plants here and at Pittsburg has trebled our productive capacity, and although early in the year business generally was much below normal, we have marketed our output. The railroad business and business from the large cities this year have been far below normal, but the past few weeks show a decided improvement in this class of trade. The consumption of Portland cement in the agricultural communities, however, has been quite up to the average and the annual fall rush of orders from this class of trade is now on. The purchasing power of the farmer is not only unimpaired, but is larger than ever. Money is plentiful and is only awaiting suitable opportunity for investment, and our firm belief is that we will see a steady improvement in business of all kinds from now on through next year.

UNIVERSAL PORTLAND CEMENT CO.

Free Capital and Returning Confidence.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

Business conditions are improving slowly but steadily; perhaps more soundly because slowly. In the hardware trade a spirit of hopefulness and confidence prevails. From nearly all sections we have evidence of the resumption of building operations. This indicates returning confidence and the existence of free capital—both encouraging signs. In the machinery trade, which, perhaps, has suffered more acutely than any other, conditions are also distinctly better and steadily

improving. On the whole, we are conservative optimists, believing that the recent disturbance was due and inevitable; grateful that it is past, mindful of the splendid promise of our crops, and confident that before long the industrial progress of the country will again be in full swing, with everyone well occupied and contented.

HENRY R. TOWNE,

President Yale & Towne Manufacturing Co.

The Best August in Thirty Years.

[Special Telegram to Manufacturers' Record.]

Springfield, Ohio, August 31.

Established in 1878, August just closing is the largest August in our history.

FOOS MANUFACTURING CO.

Contracted Coal Tonnage in Advance of 1907.

[Special Telegram to Manufacturers' Record.]

Richmond, Va., August 31.

Coal is last to feel a business depression and to recover from it. Lack of prosperity does not curtail the domestic coal consumption to the same extent as the consumption of steam coal. Since June 1 we have been able to market our maximum production, and we expect a strong demand for our coal during the next six months. Prices are 10 per cent. lower than last year, but our contracted tonnage of coal greatly exceeds that of a year ago.

WILLIAM BURLINGHAM,

Manager Chesapeake & Ohio Coal & Coke Co.

A Steady and Sure Increase.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

In our forged-steel flange department orders remained very light until about 30 days ago. Trade in that time is now better than since last October, largely for railroad improvements and industrial betterments. The most noticeable change, however, is in the spiral riveted pipe department. So far there is a decided scarcity of orders for large enterprises, though the inquiries in this line are increasing every week. As for small orders, ranging up to \$5000, our trade has practically resumed normal proportions. Inquiries and specifications received from day to day indicate unmistakably a steady and sure increase of business.

AMERICAN SPIRAL PIPE WORKS.

Plenty of Business for Those Who Know How to Go After It.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Business conditions, though far from normal, are, in our opinion, good and safe. We anticipate an extremely heavy fall business. There's plenty of business if you know how to go after it. We are not afraid of the stability of the country and have unbounded faith in this fall's outlook. We shall back up our opinion by efforts in the right direction. We are confident business will be much better than it was a year ago.

CHICAGO HOUSE WRECKING CO.

Prospects Good.

[Special Telegram to Manufacturers' Record.]

Wilkes-Barre, Pa., August 31.

Business conditions with us have very much improved during the past two months. Prospect for future business looks good.

VULCAN IRON WORKS.

For Protection Against Political Tinkering.

[Special Telegram to Manufacturers' Record.]

Madison, Wis., August 31.

Business conditions are very much improved. Orders are assuming normal basis. Collections were never better. All we need is to be let alone and protected against political tinkering.

NORTHERN ELECTRICAL MANUFACTURING CO.

Unless Politics Destroy Confidence.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., August 31.

We find marked improvement in the business outlook. Confidence is returning rapidly in the manufacturing and commercial world, and we have every reason to anticipate that next year will be a year of great business prosperity unless political developments impair or destroy confidence as to the stability of the future.

SAMUEL H. FRENCH & CO.

Money Now More Easily Obtainable.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

During the past six weeks there has been a decided improvement in business in our line, and we believe that business conditions will improve more rapidly from now on. Indications are that money is now being more easily obtained to finance projects that have been hanging fire since last fall. We are optimistic.

RAYMOND CONCRETE PILE CO.

Steadily and Slowly Advancing.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., August 31.

Business with us is steadily though slowly improving, and promises to continue to improve.

VULCANITE PORTLAND CEMENT CO.

Outlook Much Better Than in the Spring.

[Special Telegram to Manufacturers' Record.]

Louisville, Ky., August 31.

Merchants' instincts are not dissimilar to those of speculators. Both buy when prices are at bottom and shy off when prices soar. Writers of the subject practically agreed months ago that fundamental conditions were sound. Apparently there are no doubters. Hence at this late date agitation, such as we have had, to restore confidence tends to make a mystery of something which consists merely of a multiplicity of simple influences. Thus, if there be result it is a negative one; hence harmful. Building material declined early enough to start building sufficient to give us a bigger builders' hardware business than last summer. Certain other branches of hardware afford

similar records. Goods properly called hardware, but not actually required to make crops or otherwise to carry on industry, are not selling as freely as last year, because merchants are not doing as much as usual to create demand. General fall business so far and outlook for remaining months of year relatively much better than in the spring. Merchants' stocks are low, and probably will so continue until shortages in manufacturers' and jobbers' stocks embarrass retailers. Subsequent advances would again prompt speculative buying, just as speculators have bought stocks.

H. S. PERKINS,

Treasurer Belknap Hardware & Manufacturing Co.

About Normal.

[Special Telegram to Manufacturers' Record.]

Marion, Ohio, August 31.

Business is about normal with us, with a slight tendency toward improvement.

MARION STEAM SHOVEL CO.

Prospects Hopeful.

[Special Telegram to Manufacturers' Record.]

Columbus, Ohio, August 31.

Business slowly improving; prospects hopeful.

KILBOURNE & JACOBS MANUFACTURING CO.

"The Throttling Influence of a Presidential Campaign."

[Special Telegram to Manufacturers' Record.]

Columbus, Ohio, August 31.

Business continues to improve quietly but steadily in the face of the throttling influence of a Presidential campaign. This is significant of better things to come when this disquieting influence is placed in the background. We are making enlargements and improvements preparatory to an increase of output beyond what we have ever known.

JEFFREY MANUFACTURING CO.

Collections Are Slow.

[Special Telegram to Manufacturers' Record.]

Jersey City, N. J., August 31.

Business for June, July and August, 1908, shows the number of orders about the same as in corresponding months of 1907. The values of the orders are about 16 per cent. less. Collections are very slow.

JOSEPH DIXON CRUCIBLE CO.

The Election Intervenes.

[Special Telegram to Manufacturers' Record.]

Lynchburg, Va., August 31.

Business with us since the pipe season opened has been very satisfactory as to tonnage, but very unsatisfactory as to prices. Our foundries have turned out a little more tonnage than last year. Orders now consist of small lots entirely, with no large inquiries in sight. We see no evidences of an improvement in prices or increased activity in our particular line, and do not expect any improvement until capital has regained sufficient confidence to invest in long-term municipal bonds, and this, we believe, will be postponed until after the Presidential election.

MCWANE PIPE WORKS.

Encouraging.

[Special Telegram to Manufacturers' Record.]

Cudahy, Wis., August 31.

Our business, which consists of the manufacture of mining, cement and crushing machinery, has shown a strong tendency toward revival; in fact, our orders booked for the months of July and August are double compared with the booking of previous months since the depression. Inquiries and the signs of times, as we see them, look very encouraging, and we believe business will be normal within the next six months, providing that Taft is elected.

A. NIEDERMAYER,

Manager Power & Mining Machinery Co.

Some Halting Because of Election.

[Special Telegram to Manufacturers' Record.]

Youngstown, Ohio, August 31.

The volume of our business is considerably larger than the first quarter of this year. I think that there is some halting of the buyers on account of the election, but if this is settled satisfactory to large taxpayers and the men who do things, I expect an immediate improvement, and believe that only a few months will elapse until conditions are again normal. I do not look for any decided change before election, unless indications warrant buyers in discounting same.

J. A. CAMPBELL,

President Youngstown Sheet & Tube Co.

Outlook for New Business Improved.

[Special Telegram to Manufacturers' Record.]

West New Brighton, N. Y., August 31.

We find more firms ready to close and closing and the outlook for new business considerably improved within the past 30 days.

C. W. HUNT COMPANY.

Suspended Enterprises to Go Ahead.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

In our line there is a tendency for cement manufacturing enterprises which had been planned last year and suspended to now go ahead to prepare for next year's business. We should say that the check to activity will soon be over, and the lost time will have to be made up, probably giving rise to increased activity. Our impression is that this will be most pronounced in the far West and South.

F. L. SMITH & CO.

Not Satisfied With Prospects.

[Special Telegram to Manufacturers' Record.]

Chattanooga, Tenn., August 31.

The feeling is favorable toward a revival, created by newspaper information of assumed conditions, but there is no actual improvement in any of our lines. We do not think there can be any permanent and healthy business until legislation ceases by the States and Federal Government against our large corporations, when investors would

again have confidence in railroad securities and could get money at low rates of interest, which would bring the railroads into the market as purchasers of material and labor with 50 per cent. consumption of iron products. If we could have the assurance of a quiet President, the sentiment now prevailing (based on good crops and plenty of money) would soon bring business back to normal conditions, but with Mr. Taft to work out Roosevelt's policies on one side and Bryanism on the other, prospects do not look good to us.

CASEY-HEDGES COMPANY.

Preparing for More Business Than Ever Before.

[Special Telegram to Manufacturers' Record.]

Cincinnati, Ohio, August 31.

Although competition is still keen and prices not as good as we like, there is no question in our mind but that the business outlook has improved and is improving wonderfully. We have over \$1,000,000 worth of work to do, and are kept busy bidding on new work. We look for and are preparing for more business next year than ever before.

FERRO-CONCRETE CONSTRUCTION CO.

To Clear the Road to Prosperity.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Business outlook points to steady recovery. Merchandise prices safely warrant liberal buying, and, with Taft elected, the road to prosperity is clear.

GEORGE B. CARPENTER & CO.

Optimistic Indications.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., August 31.

Business outlook in municipal improvements is better than it has been since the spring of 1907. Indications are optimistic, and the bond markets are improving. Relative to industrial activities, we believe that the year 1909 will see greater era of hydro-electric development than any preceding year, especially so in the South, as the Government and such progressive papers as yourselves are placing facts and figures before the investing public. In conclusion, we wish to advise that your efforts in the upbuilding of the South coincide with our ideas.

SOLOMON-NORCROSS COMPANY.

A Good Fall Trade.

[Special Telegram to Manufacturers' Record.]

Middletown, Ohio, August 31.

Business conditions are showing steady improvement month by month. The many inquiries from large buyers indicate that there will be a good fall trade. There is not only an improvement in the amount of buying, but a greater demand than ever for the best that can be furnished. This is especially noticed in the demand for our American ingot iron, rust-resisting sheet roofing and metal lath. The increased buying of the railroads, large jobbers and consumers indicate the healthy condition of the small trade. We feel very certain that the fall will see a marked revival of business over the entire country.

AMERICAN ROLLING MILL CO.

Indicated in Building Permits.

[Special Telegram to Manufacturers' Record.]

Kansas City, Mo., August 31.

The building permits in 51 of the largest cities of the United States show only 3 per cent. decrease compared with the same period of last year. Our product—lumber—has advanced some \$2 per thousand in the last 60 days; it is still advancing, with no other influence than that of supply and demand. With universally good crops, easy money and no labor disturbances or consequences, we see nothing in the way of a great fall business, save sensational election, which does not seem likely. If this were other than a national election year we would expect to see as good business in the remainder of year as prevailed during August of the past several years.

LONG-BELL LUMBER CO.

Gradual Improvement for Months.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., August 31.

Our business has shown a gradual improvement for some months. This improvement is not confined to any one locality, but is general throughout the country.

CRANE COMPANY.

If Conditions Continue Favorable.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., August 31.

We see no reason why, with progressively favorable political, crop and financial conditions, the revival already begun to a greater or less extent, according to the varying nature of the particular business involved, should not continue and culminate in a full return to normal business conditions.

WESTINGHOUSE, CHURCH, KERR & CO.

North Carolina Quarries Increasing Their Forces.

[Special Telegram to Manufacturers' Record.]

Salisbury, N. C., September 1.

The demand for granite, particularly for municipal work, is showing steady and satisfactory improvement. In building operations of the larger sort there is yet a tendency to postpone action except in the case of Government and municipal building. Quarries in this vicinity are increasing their forces. Architects report an increased amount of business on hand, which means more work for the builders. There has been a larger movement of granite from this part of the country in the past two months than for any like period in the past. A continuation of present improvement will result in much better conditions within 60 days. Reports from our salesmen are encouraging.

DUNN MOUNTAIN GRANITE CO.

Numerous and Substantial Inquiries.

[Special Telegram to Manufacturers' Record.]

Brooklyn, N. Y., September 1.

Business in our line shows a strong tendency toward revival. Inquiries are numerous and of a substantial nature from representative houses. Within the past few

weeks contracts have been closed which have been held in abeyance several months. In most cases early shipment is urged, indicating the volume of business placed with concerns now ordering from us. Export business is also increasing; Canada also active. Monetary conditions seem easy; payments prompt. E. W. BLISS CO.

Moderate But Increasing Demand.

[Special Telegram to Manufacturers' Record.]

Providence, R. I., September 1.

Find moderate but steadily increasing demand in our section of the country. We consider general outlook for business better than at any time heretofore this year.

NICHOLSON FILE CO.

Increased Tonnage Each Month Since May.

[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., September 1.

Our business shows increased tonnage each month since May, largely made up from agricultural demand. Recently lumbering interests show revival. Railroads have not entered as purchasers, but must soon, though gradually. It follows we look for moderate though steady increase in business, owing to long-practiced economy of consumers and low stocks in jobbers' hands.

STANDARD CHAIN CO.

At the Turn of the Year.

[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., September 1.

Our business is increasing, but slowly. We look for no important committance, at least until after election is out of the way, and probably no large trade until after the turn of the year.

PITTSBURG FORGE & IRON CO.

General Resumption of New Construction.

[Special Telegram to Manufacturers' Record.]

Dover, N. H., September 1.

In our opinion, the present business outlook is encouraging. In our business orders are coming in more freely each day. We are doing about 90 per cent. of the business which we were doing before the panic, and expect to be fully recovered shortly. Prices are not quite satisfactory as yet. Raw stock is costing from 10 to 15 per cent. more than a year ago, with prices for finished goods fully 15 per cent. lower than at that time. However, we expect this matter to right itself shortly. Reports from our men throughout the country indicate a general resumption of new construction and a more optimistic feeling on the part of buyers in all lines. We look for a steady improvement in general business conditions from now on.

I. B. WILLIAMS & SONS.

For Nothing But Continued Improvement.

[Special Telegram to Manufacturers' Record.]

New Orleans, La., September 1.

Business is improving, and all indications point to continued improvement from now on in our line. This applies to all territory, and especially to agricultural sections. Indications, as we see them, are for nothing but continued improvement.

LOUISIANA RED CYPRESS CO.

Approach of Fall Stimulating Coal Trade.

[Special Telegram to Manufacturers' Record.]

Roanoke, Va., September 1.

We notice gradual but steady increase in demands for coal. Our contracts are taking somewhat more freely, and approaching fall has stimulated movement of domestic coal.

CLINCHFIELD COAL CORPORATION.

General Disposition to Resume Improvement Work.

[Special Telegram to Manufacturers' Record.]

Williamsport, Pa., September 1.

We are receiving considerable evidence of the revival of business in the way of increased orders. But quite apart from our individual experience we have encouraging reports from others, and see indications of returning confidence and a disposition generally to take up improvement work that was abandoned last fall. All signs, as we read them, point to a gradual but healthy improvement from now on, and we regard the conditions favorable for such improvement.

SHEPHERD ENGINEERING CO.

Railroads Not Yet in Normal Standing.

Philadelphia, Pa., August 31.

While we believe there are indications of business revival in certain quarters, such revival has not as yet reached us, our business being so dependent on the condition of the railroad interests in the country, which have not yet, we believe, returned to normal standing.

BURNHAM, WILLIAMS & CO.

Early and Complete Return to Normal Indicated.

New York, N. Y., August 31.

The inactivity of building operations in the East during the past year caused a very considerable diminution in the volume of our business in elevators, our principal line. We find many substantial and gratifying indications of an early and complete return to a normal confidence in the stability of institutions and conditions, and with the disappearance of the more or less inevitable hesitancy that precedes a national election, we confidently expect to enjoy a full measure of prosperity and a more healthy relation between capital and labor and between supply and demand.

T. W. YARNALL,
Assistant General Manager Marine Engine & Machine Co.

Not Much Falling Off in Sales.

Philadelphia, Pa., August 31.

The demand with us for high-grade roofing tin has not shown much falling off below the sales of the corresponding months of last year; in fact, since the middle of the year the demand has been considerably better. We are inclined to attribute this increase to a general betterment in business conditions, but the work of the National Association of Master Sheet Metal Workers should not be overlooked as a factor. This growing association—now in its fourth year—is a strong factor in the increased use of high-grade tinplate for roofing purposes. Better material and better workmanship is

their watchword, to the end that more tin roofs will be laid of the century class. The action of the National Board of Fire Underwriters has been another influence. With these powerful influences at work, and a widespread confidence in improved conditions after political matters are definitely settled, an exceptionally good year in tinplate is in prospect.

N. & G. TAYLOR COMPANY.

Middlemen's Stocks Are Low.

New York, N. Y., August 31.

We think there is an improvement. We are probably nearer to the resumption of active business than we have been. Stocks in the hands of the middlemen are very low, and as soon as they have confidence and commence to buy more than they actually need there will be a resumption of active business. Whether this will come before the first of January we do not know.

CHAS. A. SCHIEREN COMPANY.

Prices Now Much Too Low.

Lebanon, Pa., August 31.

We find a great improvement in volume of business; a very small additional percentage would favorably affect the prices, which are now much too low.

JAMES LORD,

President American Iron & Steel Manufacturing Co.

Volume of Orders Swelling.

Philadelphia, Pa., August 31.

We are, as you are aware, operating a new mill, and have been engaged in the manufacture of our line of production but a very short time, but the indication for a successful outcome of our venture is decidedly favorable. Orders are coming in in increasing volume from day to day, and we feel confident that it will be but a very short time before our plant will be taxed to its fullest capacity in order to supply the demand. We feel more confident of this, owing to the favorable reports that we have received from all of the material we have sent out.

JOHN N. REMSEN,

Sales Manager Hazleton Sheet Steel Co.

Politics as a Pall.

Ashland, Ky., August 31.

I am glad to advise that business in this section is gradually improving, and a much more confident feeling prevails as to the future than for some time past. While prices for manufacturing articles are lower, the bottom seems to have been reached, factories are running nearer their normal capacity, with increased orders for their products, and labor better employed. The only pall or hesitation hanging over the business interest of this section is the bare possibility of a disastrous political victory in November, followed by a complete change and untried administrative policy, with perhaps a clamoring for unjust laws, corporate prosecution, vicious or socialistic legislation and tariff tinkering with free-trade tendency, which, of course, will call a complete halt and turn back the wheels of progress until time and experience teach the people what is best for the common good of all. But with Taft and a Republican Congress and Senate in control for the next four years I cannot but feel that full confidence will again be restored and the prosperous times of the past eight years rapidly return. Would that some of the good old States of the good old solid South would join us with their electoral votes this time and help bring about the desired result.

I. A. KELLY,

President Ashland Steel Co.

Greater Disposition to Place Orders.

Baltimore, Md., August 31.

For the period extending from January to April, inclusive, we were 40 per cent. behind in our actual business. To the first of September this disparity has been somewhat reduced, as we are now only about 33½ per cent. behind. The conditions, however, are steadily improving, inquiries being better and there being a greater disposition to place orders. While the projects, as a rule, are not as large as those in normal times, they are very numerous, and we are inclined to think that there will be a far greater improvement during the next six months, and it will not be very long before the iron business will be traveling at a much faster gait than ever before. As the demand for our product is constantly increasing, and the general condition of the country is in such a healthy state, we can conceive of no reason for the non-fulfillment of this forecast.

F. S. CHAVANNES,

President Chesapeake Iron Works.

Times May Be Better Soon.

Baltimore, Md., August 31.

It seems to us that there are signs that indicate that times will be better before many months have passed. We do not, however, find any improvement now, and have not noted any in the past two months. Our own outlook is worse now than it has been at any time during the depression.

H. D. BUSH,

Vice-President and Manager Baltimore Bridge Co.

Southern Situation Improving.

Columbus, Ohio, August 31.

The situation in the South is, we believe, improving, but very slowly, in our lines of manufacture.

KILBOURNE & JACOBS MANUFACTURING CO.

Norfolk's Bright Outlook.

Norfolk, Va., August 31.

Evidences of returning confidence and promise of renewed activities are not lacking. Viewed solely from a local standpoint, these conditions are based on the following facts: Fine crops of all kinds in Norfolk's tributary sections, every variety commanding good prices. Large appropriations for improvements by Federal and municipal governments. New industries which have secured sites for extensive manufacturing plants; immense building operations; railroad terminals to meet trade expansions and for general business which is enlarging in scope, and in the number of new merchants with capital. The early completion of the Virginian and Norfolk & Southern railroads, consummations of vast import, bringing many changes in the character, magnitude and influence of present conditions. Bank statements so satisfactory as to give positive

assurance of the solidity of our financial institutions, and showing such profits in the last nine months as could only result from healthy business. Almost constant investigation of suitable sites for manufacturing enterprises, covering a varied field of industry. In spite of these prospects, this section has sensibly felt the effect of general business depression, but in a lesser degree than many other trade centers.

ABBOTT MORRIS.

Temporary Halt for Stock-Taking.

New York, N. Y., August 31.

We are compelled to admit that the improvement in business which we hoped for has not materialized as yet. We have been uniformly dull ever since the first of the year, and have not put out more than 50 per cent. of our maximum output, but we are not discouraged, nor, for that matter, very much surprised. It was our opinion at the outset, January 1, 1908, that it would take all of 1908 to get back to normal conditions and for the restoration of confidence and the reinvestment of capital. Yet the signs are propitious for an early return of confidence, steady increase of business and sure return to prosperity. It is idle to discuss now the cause or causes that were responsible for the widespread yet unnecessary depression, but they may well be borne in mind to prevent a recurrence. We may well rejoice that, after all, our business and financial foundations are so stable and secure, and the Almighty has again favored us with bounteous crops and profitable markets for them. We may consider 1908 a temporary halt for stock-taking and preparation for the greatest business activity and success ever yet achieved.

G. W. FULLER.

Manager A. S. Cameron Steam Pump Works.

Damage by Southern Floods.

Charlotte, N. C., August 31.

There has been a decided increase in the last 30 days, and we are now running our full capacity. Our cotton mills are not thriving as they should, but we believe there is a little better feeling among them, and the industry is too large to consider closing down for an indefinite time. We have had some very serious floods in this section of the country, which has done great damage to the mill property and has been a very serious damage to the cotton crop. It would be impossible for anyone to estimate the damage done to the cotton crop in this section of the country with any point of accuracy. We hope it will not be as bad as it looks, but there is no question but what the price of cotton will continue to be high and the price of mill product must advance shortly on both manufactured goods and raw material. The lumber trade has also picked up, and we can see a decided improvement from this class of manufacture.

V. J. GUTHERY.

President and Treasurer Charlotte Leather Belting Co.

For Good Business in 1909.

New York, N. Y., September 1.

This company's shipments are increasing, but it is no more than to be expected, as cement orders usually increase toward fall. But they are not nearly as large as they were last year. However, we look for increased business this fall, and for good business in 1909.

E. MEYER.

Manager of Sales Edison Portland Cement Co.

Structural Steel One of the Last Lines to Improve.

Owego, N. Y., September 1.

In our business we have not yet seen any indications of a revival of business, but it is well known that the structural-steel business is one of the last lines to improve. Furthermore, in a contract business the orders are not secured at a uniform rate. Probably one month will be very good and the next month may be poor, and this would not be any indication of the condition of general business. We hear a great deal about the revival of business, and we understand that the steel mills are receiving more orders, but in our line the prices have been very low indeed, and there is no improvement as yet. However, it is not likely that prices will be much better until the shops are filled with work, and business must increase quite considerable before that condition is fulfilled. We are inclined to think that we will not be crowded with business in structural line before next summer.

J. H. HERSHEY.

Owego, Bridge Co.

Look for Decided Improvement in the Spring.

Pittsburg, Pa., September 1.

Our business is very good indeed, showing up very favorably with the same period of last year. The dullness seems to be confined to the manufacturing interests in the East, where we supply large quantities of oil for fuel. We look for a decided improvement next spring.

G. R. NUTTY.

General Sales Manager Gulf Refining Co.

New Orleans Manufacturers.

[Special Telegram to Manufacturers' Record.]

New Orleans, La., September 1.

The Manufacturers' Exposition formally opened today with a very pleasing and appropriate address by Mayor Behrman. Addresses were made by President Werlein and Chairman of the Executive Committee Maunsell. There are 105 manufacturing industries represented in the exhibit, making a very creditable display. The exposition will last through the month of September.

E. O. WILD.

Alabama Strike Fails.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., September 1.

The coal miners' strike has been tied up to the hitching-post of failure and is now a thing of the past, with a record that leaves a bad taste in the mouth of all those who were affected by it or who came in contact with it. It was inaugurated with arson and assassination and terminated in a miserable failure. The manner of its introduction, the unrelent-

ing persistence of its conduct and its utter contempt for the law, except where the loop of the law permitted infringements in its favor, were something so opposed to the conservatism of this section that the public conscience of the people was stunned and they looked on with dismay. They had about collected themselves and had come to a determined resolution to put an end to such anarchy when it was called off. J. M. K.

FEW IRON TRANSACTIONS.

No Perceptible Change in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., August 31.

There is no perceptible change from the quotations of last week in the iron market. The prices are about the same and the character of the business was about the same as that of the preceding week. It is hard to characterize the market. In volume it was light and the prices were the same. The same reports were given out as for the preceding week. There is the same feeling of expectancy pervading the market, which has induced preparations for a more active demand. There is still existing the effort to open up the market for deliveries in 1909 and still an indifference on the part of sellers to encourage an active demand for that delivery. However, there have been some transactions, but in volume they have been of no significance. It is as hard to tell this week whether the market is on the basis of \$13 for No. 2 foundry or whether it should be quoted on the basis of \$12.50. There were sales at both quotations, although the lots in all cases were only of moderate amounts. The largest and most influential interests tell your correspondent that their transactions were very light and the market with them was very quiet. They added that they were not encouraging business, but were taking only what fitted into their conditions. With four interests out of the market and all ranking of importance, and seldom not among the leaders of the pack, it makes it difficult for a buyer to come into the market and readily supply his wants even when they are of small volume. All the interests are not of the same opinion as to the propriety of taking advantage of the profits offered by prevailing prices. The disturbed condition of the trade here, provoked by the inexcusable strike, has unsettled cost values, and there is nothing like uniformity in this particular. As will always be the case, circumstances favor some and prices that show a profit to them figure out a loss to others. There is a marked disposition to put more furnaces into operation upon the conclusion of the strike movement.

To epitomize, there were sales during the week on the basis of both \$12.50 and \$13 and for the various deliveries for the balance of the year, but there were no sales of special moment. There were sales of specification iron for delivery for prompt shipment and for delivery during third quarter, and, in one case, for the first quarter of the coming year. The prices ran from a \$13 basis to \$14.50.

The charcoal furnaces, which have been idle so long, are again running in full blast and are making the chilling grades right along, and are producing very satisfactory results. The iron is salable at and around \$20 per ton. They shipped 11 cars on last Thursday and have more business to move which will go out this week.

The scrap-iron market the past week was quite active and the sales were very satisfactory both in volume and in prices. Cast borings were advanced \$1-per ton and it was simply a question of policy about advancing some of the other grades. It was finally decided to leave quotations unchanged. But the feeling was that if the existing demand continued an advance was sure to follow. Quotations as furnished by Weller & Co. are as given below:

Old iron axes, \$14.50.
Old iron rails, \$13.50.
Old steel axes, \$14.
Old car wheels, \$12.50.

No. 1 railroad wrought, \$12.50.
No. 2 railroad wrought, \$10.50.
No. 2 country wrought, \$9.50.
No. 1 malleable, \$10.50 to \$11.
Wrought-iron pipes and flues, \$10.50.
No. 1 steel, \$10.50.
Stove plate, \$9.
Cast borings, \$7.

The course of the market for scrap iron will be more or less dictated by that of the market for pig-iron. The dealers are all in good humor over the situation and are looking forward to a satisfactory business.

As evidence of the desire to do business the Power Specialty Co., which has a branch here, reports having closed a contract with the marble people at Gantt's Quarry, near Sylacauga in this State, for the installation of 600-horse-power Foster superheaters to be attached to the Wickes vertical water-tube boilers. The same parties have closed contract with the McCaw Manufacturing Co. of Macon, Ga., for one portable Foster superheater to be used in its works at Macon.

The car works at Gadsden have been started up again, and as fast as they can gather up their men they will be put to work. It carries a payroll of 200 men and is the main repair shops of the Queen & Crescent system of railroads. The shops have under shelter now nearly 200 cars waiting for their turn to be taken in, and have more on the line ready for the signal to get renewed. They report enough repair work on hand to keep them busy for six months to come. This is but an index to the pressing needs of other lines as well as their own.

J. M. K.

The Chattanooga (Tenn.) News has recently issued its twentieth anniversary edition, presenting therewith a complete and interesting story of Chattanooga's growth during the past 20 years. Its manufacturing have increased from 60 in 1888 to 303 in 1908, and the total capital invested from \$2,200,000 to \$40,000,000, while the present value of its products is estimated at \$35,000,000 annually. Not the least important among Chattanooga's industries is the Chattanooga News itself, which has grown and prospered with the city. Beginning its publication in a small building, poorly equipped, it at present owns and occupies a modern eight-story structure, whose equipment is modern in every detail.

Under the auspices of the Orange Growers' Company of Florida, which already has 200 members, arrangements will be made to handle economically the citrus crop of the State. It will establish an exchange at Jacksonville and in connection therewith a bureau of information as to crop conditions, markets, etc.

The Transatlantic Steamship Co., which was recently organized to operate a freight service between Charleston, Savannah and Wilmington and ports of Northern Europe, has completed all of its arrangements and will start a regular service when the cotton-shipping season opens in September.

The State Legislature of Georgia has passed the bill extending the city limits of Atlanta, Ga. This will increase that city's area from 12 to 23 square miles, and its population to about 140,000.

It is reported in a dispatch from Jackson that the Mississippi branch of the Farmers' Union may, after all, obtain from the Mississippi Mills at Wesson cotton bagging for cotton bales.

The Greensboro (N. C.) Chamber of Commerce has adopted resolutions favoring a good-roads congress to be held in its city on October 13.

A LINE AMONG MOUNTAIN PEAKS.

Wonderful Engineering on the Carolina, Clinchfield & Ohio Railway.

[Special Correspondence Manufacturers' Record.]

Asheville, N. C., August 28.

I have had the good fortune to be the first outsider to make the trip over the Carolina, Clinchfield & Ohio Railway (until recently the South & Western), from a point two miles east of Marion, N. C., where its track intersects that of the Southern Railway, to Johnson City, Tenn. The road has been built regardless of cost, with definite purpose in view, that purpose being to get a grade for the whole line not to exceed five-tenths of 1 per cent. compensated. The company has expended \$18,000,000 on it, and the result of all the labor and skill and expense is a road which is in truth a marvel. The grade for a few miles on the south side of the mountain range of the Blue Ridge is 1.2 per cent., but this gives no trouble, as the loaded coal cars will go down this grade, the empties against it.

In a general way the road in its mountain division between Marion and Altapass, which is the point on the crest of the mountain, is a vast horseshoe. The scenic effects begin at the bridge across the Catawba river, five miles north of Marion, and never end until Altapass is reached. It is, however, with the practical side of the road that this article is to deal.

I never saw a new road in such condition. All the rail is 85 pounds, there are 18 ties to the rail, and the whole line is ballasted with stone, which is turned out by two crushers, each with a daily output of 300 cubic yards. The line runs through a world of stone. The roadbed is generously wide. The bridges are of steel, the other little stream crossings of concrete, or four-foot pipe, and personal inspection was made of all these details. At two points where quicksand may give trouble, concrete arches are being put in. The steel bridge across the Catawba river is 1100 feet long and 111 feet high. The fill there is 107 feet high, and contains 300,000 cubic yards of earth. Out of Marion this is the first steam road. The road then goes along the north fork of the Catawba river and crosses it at a height of 60 feet, the bridge being a single span of 100 feet.

The grade is so low that it appeared to the eye that the train was going down hill instead of up.

When the great horseshoe is entered the region of tunnels is reached. The lowest one is Honeycutts, which has been completed only two and one-half months. Its length is 1650 feet. It is the only one whose walls are at all troublesome, and hence it will be lined with concrete. I carefully examined by the glare of the engine the other tunnels, and found all of very hard stone and extremely clean. The only rock fall was at one end of the Honeycutt tunnel, where there was a small scule from one side. There are 20 tunnels, the longest, Lower Pine, 2100 feet; the highest, Blue Ridge elevation, 2628 feet. This is 200 feet below the mountain top. This is therefore one of the lowest gaps in the Blue Ridge.

The tunnels are located in a sort of cluster, so to speak, on the south face of the range, and from the other side of the horseshoe, say at Honeycutt tunnel, and beyond it, there is a view of the three tiers of tunnels, cuttings and fills. There are two fills, one at Rocky Point and another near a tunnel portal, where the height is at least 600 feet. The formation of the mountain is somewhat peculiar. Headlands project, and through these the

tunnels are cut, in many cases the fills alternating with the tunnels. It is 18 miles from Marion to the first tunnel, and the group of them is compressed into a small area. From one point three tunnels, 11 "cuts" and seven fills are in plain view. In the tunnel region the rare spectacle was presented of three in a row, and in so straight a line that at the portal of the longest of the group I looked back as I leaned out of the engine cab and saw through all three. The railway which has thus made its way up the mountainside has had to contend with earth in which there is much mica, which is very treacherous and which is, of course, greatly affected by such weather as that prevailing this year. Astonishing work has been done in overcoming obstacles.

There were 14 camps occupied by the construction force, two compresses furnished air for the tunneling and 22 steam shovels were at work. The machinery of these types is all being prepared for use elsewhere, except that three shovels will be kept in operation at least eight months, particularly at Rocky Point and at the other place referred to near a tunnel, where the sliding earth must be constantly renewed until perfect solidity is secured.

The extraordinary engineering done to secure a low grade is shown by the fact that at the lower compress the route by a trail across the mountain top to Altapass is only three miles, while by the railway it is 18. The original survey for the line was made by James W. Walker of Shenandoah, Va., and the locations he made are practically those of today.

The fill near the Catawba river is at Rollins branch, and J. V. Hughes, the superintendent of construction of that part of the line, did a daring bit of work. He suspended the track from two towers, one on each side, on steel cables 820 feet long, and on this the tram engines and cars ran, dumping the earth into the chasm 107 feet deep. In eight and one-half months the work was done. Next to this fill was a cutting which contained 90,000 cubic yards and which is 88 feet deep.

On the north side of the mountain are two tunnels. The road makes its way to Spruce Pine, to which point it has been in operation, from Johnson City, seven years. It follows the valley of the Toe river 50 miles, and through the grand gorge or canyon of the latter, which is in part on the Tennessee-North Carolina line.

The president of this remarkable mountain railway is George L. Carter of Virginia, and he is also its master spirit. General Manager M. J. Caples and Assistant Chief Engineer A. W. Jones gave valuable information upon my arrival at Johnson City. They said the road would be opened for traffic, passenger and freight, September 1 between Johnson City and Marion Junction, and that on January 1 it would be opened for such traffic between Bostic and St. Pauls. Bostic is a small station on the Wilmington, Charlotte and Rutherford division of the Seaboard Air Line, and is 28 miles south of Marion. A large force of laborers is now at work on this link, and at Bostic there will be an extensive yard. St. Pauls is near the Kentucky line, 25 miles from Elkhorn. On the 1st of January the contract is to be let for the building of the St. Pauls-Elkhorn link, and it is to be in operation 18 months from that date. Thus on the first of next year coal will be pouring into Bostic from St. Pauls.

There is only one tunnel between Ma-

riou and Bostic, and it is about 2000 feet long. The cost of the 18 miles of the heaviest work on the true mountain division was \$15,000 a mile in the rough, and the expense of tracklaying, surfacing and making the way permanent, lining the tunnels, etc., is, of course, great. Changes of the line on the north side of the Blue Ridge are now in progress, and

far greater ones are to be made, for in the "gorge" of the Toe river (which in Tennessee is the Nolichucky) the road will cross and recross that stream, which is very treacherous and sometimes rises to great heights. Some years ago, at the narrowest part of the gorge, it rose 52 feet and carried away 14 miles of track. FRED. A. OLDS.

IN MODERN ACADIE: THE LAND OF EVANGELINE.

[Editorial Correspondence Manufacturers' Record.]

Yarmouth, Nova Scotia, August 21.

Acadia parish, in Southwest Louisiana, a premier in rice cultivation in America, preserves in its name and in the characteristics of many of its inhabitants the memory of the refuge found in that quarter by the French Acadians exiled in 1755 from their ancient homes in this province by conquering, land-gobbling English. Fifty-two hours on railroad trains will bring a Louisiana Acadian from Crowley, in the heart of what poetic justice should call the Land of Dusion, to Boston, and another 12 or 14 hours on a steamer will land him at this southwesternmost port of the Land of Evangeline. To be up to time he will have to set his watch two or three hours ahead of the New Orleans hour, but a journey of 70 or 80 miles by rail following generally the direction of the western coast of the Bay of Fundy will place him in the heart of a region full of suggestions of life two or three centuries older than that of the rice mills, irrigating canals and oil wells 2500 miles to the southwest.

Among the 500,000 population he will discover, save along the "French Shore," comparatively few names or traits reminding him of his ancestors, who founded Port Royal three years before English colonists landed on Jamestown Island, Virginia. For, of the 460,000 person in Nova Scotia counted at the last census, 162,000 were of English descent, 142,000 of Scotch, 56,000 of Irish, 39,000 of German and only 45,000 of French descent. He will be struck by the frequency of negroes of various shades, especially in Yarmouth and in Halifax, tracing back to the English possessions off the southeastern coast of the United States, and also, it is said, to the operations of the "underground railway" of anti-slavery days.

He will be impressed with the faith in fresh paint manifested in the private homes generally, emphasized in the lack of it here and there between Yarmouth and Digby; by the substantial and distinctively English style of the stone warehouses and public buildings in the larger cities, and by the profusion, variety and almost riotous luxuriance at this season of garden and wild flowers, rivaling the "blossom time" in June. Many homes, even the least pretentious, are set behind well-kept hedges of thorn, which lends itself admirably to decorative effects, and August finds buttercups and daisies, along with the golden rod, in the fields, and in the gardens red rambler roses, gigantic asters, sweet peas, nasturtiums, phlox, geraniums, verbenas, sweet alyssum, heliotrope and begonias. Dominant upon the uplands are several varieties of the conifers growing wild which in the States are highly prized as ornamental lawn trees.

The Louisiana Acadian will feel at home, though, amid the Southern cypress finishings of one of the largest college buildings in the province.

Luscious raspberries and fresh shad served at the table might lead a dweller in the basin of the Chesapeake to imagine that in some way or other he has been projected into next May, along with setting his watch ahead of Baltimore time. When, too, he sees a yoke of oxen drawing

a modern mower through a field of hay or slowly hauling a loaded buckboard to the wharf, he may well suspect that he is in Southern Maryland, save that the buckboard load is sun-dried codfish.

The visitor will be hospitably received on every hand in all of this ancient Acadia, which includes New Brunswick, Nova Scotia and Prince Edward Island, now known as the Maritime Provinces of Canada. In this year's rush to the land almost undiscovered by conventional tourists, a hotel at St. John, N. B., could not accommodate two travelers suddenly arrived from the South. The manager of the hotel, who is also the proprietor of an attractive family boarding-house, invited the two to that place, but finding that in his absence all the rooms in the boarding-house had been taken, sheltered them in a pleasant room in his own home. At Digby the overflow from one of the best hotels was sent to nearby "cottages" really private homes, so neat, so clean and so cozy that one felt inclined to remove his shoes before going upstairs, for fear of marring the carpet with a speck of dust. At Halifax one may take a car in front of his hotel, spend three-quarters of an hour in a ride giving him an opportunity to view almost every point of interest in the city and be brought back to the starting point for a nickel. Of course, this ride will not give him opportunity to inspect the great citadel overlooking the city and commanding a magnificent view of the harbor and its arms; it will not permit him to have the hour or two that he ought to spend in the Public Gardens, with their probably unequalled collection of flora and fauna, nor will it carry him to Point Pleasant Park, a great stretch of natural forest lapped by the ocean and containing one of the Martello towers like that at St. John, N. B., dating back to the days of the Napoleonic wars. But it will give him a chance to enjoy the accommodating courtesy of the trolley-line employees and make him wish that Boston could take some lessons in that particular.

At Bridgetown, 50 or 60 miles up from the point where the Annapolis Basin enters the Bay of Fundy, between bold headlands opposite Digby, he may see a newly-launched two-masted schooner apparently resting on a mud bank in the midst of diked meadows. The Bay of Fundy tide, that wonderful tide which rises and falls in some places from 40 to 60 feet, is out, and its effects are noticeable far inland. Six hours later everything now stranded on the water beds of the western side of this province will be afloat, and the now naked piles of the docks and wharves will hardly be visible. Wolfville, Windsor and Truro, on inlets of the Minas Basin, are among the chief points of advantage for observing the great tidal movement. If you want to bathe in comfort in a temperature of 65 degrees, wait till the tide is in and go to Evangeline beach, a short distance from the first-named place, or you might try Chester, on the South Shore, where the tides are comfortably normal, if you would sail.

The visitant will note a difference between his Acadia of Louisiana and his ancestors' Acadia. Acadia, La., is a part

of the 23,000 square miles, or about one-half of the total area of the State, formed during the centuries by the dropping of sediment brought down from the rest of the country by the Mississippi river on its way to the Gulf and gradually rising above the ordinary level of the river. The prairie land thus born has during the past 20 years been made to blossom as the rose by pumping water and distributing it by means of hundreds of miles of canals. The meadows or reclaimed marsh lands of Nova Scotia, embracing about 500,000 acres, were not created of material washed down from the uplands and hills, which nowhere rise to a height greater than 1200 feet above the tide, but are of tidal origin, and would still be submerged daily were it not for the grass-grown dikes, aggregating hundreds of miles of length and averaging from three to seven or eight feet in height. These meadows, which the French Acadians began to reclaim early in the seventeenth century, have for more than two centuries, and without the use of artificial fertilizers, been producing annually from two to four tons of hay per acre, and, after the hay has been gathered, furnishing the finest kind of autumn pasturage for cattle. Abutting upon the meadows, and found also within the sheltered valleys, are great reaches of apple orchards, Nova Scotia now exporting to England and elsewhere about 500,000 barrels of apples a year. Within the orchards are crops of oats, buckwheat and garden vegetables of various kinds. It is pretty certain that in the valleys also the streams will be found teeming with game fish, which also abound in most of the 400 lakes of the Province. "Quite a few" of the cities and towns have their water supply from these lakes or from mountain springs. "Quite a few" is a colloquialism interpreted by a 14-year-old boy who, when asked whether he had brothers or sisters, said: "Quite a few—five brothers and three sisters." The boy is of Scotch ancestry.

Agriculture yields something less than a third of the annual produce of the Maritime Provinces, of which Nova Scotia is the most populous. The Maritime Board of Trade met this week at Halifax, and the gathering brought out a vast amount of information about conditions. It was stated that the latest official figures showed that the combined production of New Brunswick, Nova Scotia and Prince Edward Island was from manufactures \$56,559,891, from agriculture \$36,809,822, from fisheries \$11,242,878, from mining \$9,708,416 and from forests \$6,692,604, a total of \$121,013,612, or an average of \$675 per annum to every family of five in the population. The progressive men of the Provinces know that the vast natural resources are yet to be fully developed and are bestirring themselves to hasten the time of it. Only the other day they welcomed a Scotch agricultural commission studying Nova Scotia with a view to encouraging the migration of thrifty young Scotchmen to the land which will remind them of their native country, even to the thistles and the bit of heather growing in the park at Halifax and traditionally credited to the camping there a century ago of a regiment of Scotch Highlanders. Efforts are being made, too, to prevent the young men of the Province from falling victims to the lure of the wheat fields of Manitoba and Winnipeg.

There is a keen realization of the tremendous advantage in manufacturing of the close proximity in this region of coal and iron deposits to timber resources. A beginning has been made in the utilization of the waste of the coal mines in generating electric power, and experiments are being made in harnessing the powerful tides of the Bay of Fundy to the same end.

Nova Scotia has about 1200 miles of

railway in an area of 21,000 miles, but there is a demand for more railways. Its highways are fairly comfortable for the most part.

That Province is the first to undertake a comprehensive system of training the rising generation to meet its production needs, and it has 18 schools for coal miners, 12 for steam and mechanical engineering and four for workmen in general industrial pursuits, all these aiming to ground the workingmen in the general scientific principles underlying their vocations, and thereby to increase their efficiency. These schools had more than 1300 students last winter. The session of the Maritime Board of Trade was happily coincident with the program for the laying in Halifax of the cornerstone of what is said to be the first purely technical college in the Maritime Provinces, if not in the whole Dominion of Canada.

The keenness toward industry of the Provincials is indicated in the resolution adopted by the board favoring the utilization of wood pulp at the localities of its production. It was asserted that pulp is being taken away to the States and stored, and that if it were finished in Canada instead of being exported in a raw state it would mean \$5,000,000 or \$6,000,000 more spent in Canada. On the other hand—and here is a thought for opponents of the policy for the United States of free

raw materials for industry—it was urged that, without any export duty, capitalists of the United States would be erecting their pulp mills in Canada.

These are haphazard conclusions, the result most of casual chats with habitants met on the railroad trains, in hotel offices or in strolls about the towns. Inquiries made by strangers are not merely met halfway; they usually induce voluntary statements clearly made, to the point and reliable. They may hardly give a full idea of a region having within its boundaries for a newcomer more agreeable surprises to the square inch than any like-sized territory on this Continent. Suffice it may be to say: If you wish to revel in a wine-like atmosphere, if you would bathe 24 hours in the day in sea ozone without getting damp—unless it happens to be a rainy day or you are in contact with a Bay of Fundy fog—if you are interested in memorials of the dramatic struggle between France and Great Britain for possession of Canada, if you would escape hay fever, if you would fish or hunt, if you would enjoy an unending panorama of sea, of rugged headlands, of meandering streams, of clear lakes, of peaceful vales and fertile meadows, come to Nova Scotia, not failing to take in on the way New Brunswick, with its hills and dales and rivers and its reversing falls at St. John.

E. I.

THE SOUTH AND THE STEEL CORPORATION.

Editor Manufacturers' Record:

"The South and the Steel Trust; what is to be expected?" This is the question which is worrying more manufacturers of iron articles south of the Ohio river than hard times, bad crops, politics or anything else. It is a question which no one can answer today but the Steel Trust. It is a question which has not been answered. And it is a question which, by its answering one way or the opposite, affects the iron-manufacturing interests of the South more than tariff or free trade, more than labor unions or labor peace, more than river improvements or Panama canals, more than all of them put together.

For today the Steel Trust holds the iron-manufacturing interests of the South in the hollow of its hand. Will that hand clinch, or will it act as a broad, steady platform to the Southern iron industry.

There is no escape from the fact that the iron industry of the South is in the hands of the Steel Trust. The United States Steel Corporation controls the entire steel situation in the South with the exception of the Southern Steel Co. This latter corporation is in the hands of a receiver, and the prospects are that in a short time it also will be owned by the Trust.

The writer has seen many articles in print congratulating the South that the iron and steel business here had fallen into such strong control. The optimists have declared that now the steel industry in the South would grow with long jumps; that steel mills would be built, and that Birmingham in a few years would be another Pittsburg.

The picture of the optimist is a pleasing one. It also seems to be a reasonable point of view. The South is making the best of steel rail by the basic process. The high-phosphorus ores in the South are adapted to the basic process. Iron ore, coal and limestone flux being in abundance and close to one another, it seems as though the future of the South was just as bright in the steel as in the cotton business. The natural advantages are just as great. Pig-iron can be made cheaper south of the Ohio river than anywhere else in the United States. The raw material can

be obtained at less expense. The railroad hauls of ore, fuel and flux are much shorter in the South than in the North, because we have all these things here close together. Labor is cheaper here, and this is guaranteed for all time to come by the mild climate, cheaper houses and buildings to stand this climate, cheaper food and living expense in every way.

Today no one will deny that pig-iron is being made cheaper in Alabama than in Pennsylvania, and there seems to be no reason in the world why bar iron, bar steel, plate steel, bolts and all such iron articles cannot be made in the South at the same cost advantage over the North as is found in the pig-iron. With modern mills and equipment one cannot doubt that not only cheaper but better steel can be made in Birmingham by the basic process than the Bessemer steel of Pittsburg. Before she was bought up by the Trust the Tennessee Coal, Iron & Railroad Co. sold her basic rails to the Harriman lines because they were better than the Bessemer rails of Pittsburg.

Then why are not the optimistic predictions reasonable? It may be they are. Yet the writer has been in correspondence with a dozen or more large manufacturers using steel bars and plates from Tennessee to Texas, and, without exception, the prevailing note is pessimism.

It is truly startling to see the almost unity of opinion that the United States Steel Corporation adds gloom rather than brightness to the outlook.

What is the reason for this gloomy point of view? It is this: The United States Steel Corporation has an arbitrary rule for the price of steel bars and plates. These materials are sold uniformly on a Pittsburg, Pa., price basis. The price of steel bars in Pittsburg, Pa., today is \$1.40 per 100 pounds. Steel bars are also being manufactured in Birmingham, Ala., by the Steel Corporation. A user of bars in Birmingham today cannot buy his bars from the local mill one cent less than if he ordered from Pittsburg, Pa. The freight rate on bars Pittsburg to Birmingham is 45 cents per 100 pounds. The bars made in Birmingham cost the Birmingham user

\$1.40, plus 45 cents, or \$1.85 per 100 pounds, whether he orders them from Pittsburg, Youngstown, Birmingham or where he may please. The buyer in Beaumont, Texas, with a freight rate from Pittsburg, Pa., of 56 cents per hundred pounds, has to pay Birmingham \$1.96 delivered price at Beaumont. At Chattanooga the rate from Pittsburg to Chattanooga is 38 cents. Bars cost the Chattanooga user \$1.78 per 100 pounds delivered. The Knoxville buyer has the same freight rate and pays the same arbitrary price. Nashville has a 30-cent rate from Pittsburg, and pays \$1.70 delivered from Birmingham. Memphis is on a 25-cent Pittsburg rate, and bars cost her \$1.65 delivered. Thus it is seen that the prices obtained by the Birmingham mills depend entirely upon the freight rates to the shipping point from Pittsburg, Pa. The freight rate Birmingham to Chattanooga is 11 cents per 100 pounds, so on bars sold at \$1.78 at Chattanooga Birmingham sellers get \$1.67 at Birmingham. The Knoxville rate is 13 cents, so on Knoxville business Birmingham nets \$1.65 Birmingham. On Nashville business Birmingham nets \$1.61 per 100 pounds, and on Memphis business she nets \$1.54 per 100 pounds. On business to Birmingham itself the Steel Corporation makes \$1.85 per 100 pounds for her bars, against \$1.40 per 100 pounds for all business done in the Pittsburg field, and it is a safe proposition to say that there is hardly a point south of the line of the Ohio river, east or west of the Mississippi to which Birmingham cannot ship bars at a price very much in advance of the \$1.40 Pittsburg that the Steel Corporation obtains from its Pittsburg business. The average excess price obtained must run from 10 to 20 per cent. above the prices obtained from Pittsburg.

Yet it is an unbelievable fact that steel bars (or plates) cannot be made at least \$3 per ton cheaper in Birmingham than in Pittsburg. Further, the opinion prevails strongly that the Steel Corporation could well afford today to sell bars at \$1.40 per 100 pounds Birmingham, even though her bars are not made there in a strictly modern way. This excess price received by the Birmingham mills is paid—every dollar of it—out of the net profits which Southern manufacturers using this material are entitled to obtain when they go after competitive business with Pittsburg manufacturers on business that is other than local.

Does the reader begin to see the reason for a pessimistic view of the Southern policy of the Steel Corporation? This method of holding up the price of steel bars, plates, etc., to Southern users to an arbitrary Pittsburg price, plus freight, has a boa-constrictor effect on Southern concerns manufacturing iron and steel goods. It has the positive, self-acting, automatic effect of limiting this manufacturer's selling territory to a region a few miles north of him, and then to Southern business. The Southern manufacturer has no possibility of competing on an equal basis for middle Northern, Western or export business. In certain lines he can do a fair Southern business, in other lines of manufacturing the Southern requirements are not so large, so his shop must remain a 2x4 affair, even though legitimately the world should be his field and his plant should occupy a 50-acre tract. In prosperous times, when the Northern gods are overrun with work, a little of the overflow drips down to the Southerner for prompt deliveries. This overflow has little cream on the surface, but it is enough to encourage the hustling manufacturer maybe to enlarge his shop for the growth that may come, but in normal times his castle in Spain tumbles down in a heap, and it is seen how hopeless the prospects are. As

far as being on a legitimate, fair, competitive basis with Northern rivals, he is not there for one moment. Though steel bars and plates are made (or can be made) in his back yard cheaper than in Pittsburg, Pa., yet he is arbitrarily forced to pay from 20 to 30 per cent. more for them. The Pittsburg manufacturer has an advantage over Knoxville of 38 cents per 100 pounds on \$1.40 per 100 pounds, or 27 per cent. in the cost of the raw material. The Huntington, W. Va., manufacturer has a 27 cents per 100 pounds advantage; the Cincinnati man has a 23 cents per 100 pounds advantage. The advantage of these points over Birmingham is even greater. In a great many iron-manufactured articles, such as boilers, steel cars, machinery and such lines, 38 cents per 100 pounds is 10 per cent. or more of the actual selling price. How can the Southern manufacturer make back this 10 per cent. Naturally he has no advantage in freights to points north of the Ohio. The railroads give him no advantage in freights to points west of the Mississippi, and he has no freight advantages to the seaport for export work. This is a percentage handicap which prohibits sales, yet it is the handicap which Southern manufacturers must put up with today.

With steel made, as many say (or to be made, as all say), cheaper in Birmingham than in Pittsburg, absolutely no advantage of this gift of nature is given in the South, but prices on steel goods as high as possibly can be obtained are made off the Southern buyers south of the Ohio river.

Thus the business of the Southern manufacturer is kept a local business. Today the Lilliputian has no chance to grow. Pittsburg is the Lord and Master.

The cotton mills are moving from New England to the Carolinas, and the new cotton mills are being built in the South because it is the home of the raw cotton and cheap labor. Yet, as far as the raw cotton is concerned, the freight on raw cotton to the East is a small percentage indeed of the selling price of the finished cloth compared to the large selling price percentage of freight that is arbitrarily added to every pound of steel bars or plates that a Southern manufacturer buys.

This state of affairs hurts the South as a whole. Look around you for the immense boiler plants, the makers of big lines of machinery, the steel-car builders, the thousand and one industries that would naturally flock Southward if they could be assured of the natural advantages of their Southern location. The merchants, the coal operators, the farmers, the whole Southern people alike are affected by this lack of legitimate Southern manufacturing iron interests.

"The South and the Steel Trust: what is to be expected?" What is the answer to this question. The writer cannot even guess. He is afraid that Pittsburg may be indeed the Steel Trust's favorite daughter. The Southern manufacturers approached are pessimistic. The Steel Corporation so far has refused to make any definite promises for the future. Several letters on the subject have received no specific replies to the questions asked. If the Steel Corporation intends to put the South ultimately on the right basis of price on raw materials it would seem as though one of two things should be done: Either state definitely today the exact date at which that price basis will be established, or put the price down to the fair and proper level at once, now, today. Whatever the cost of bars in Birmingham today may be, that is not the real question. The Steel Corporation, if it expects to build modern Southern mills and wants Southern consumption developed, could well afford to lose a few dollars while get-

ting those new mills built by putting the price of steel today on the proper Birmingham basis, and thus getting in sympathy with the Southern business. Not only this, but such an action would stop the new manufacturers ready to locate from leaving the South out of their calculations. Not only this, but it would keep some mills here in the South which, if the present intolerable conditions continue, will move North. The writer's firm is now planning to build a new shop North if the information, repeatedly asked for, as to the future in the Southern steel situation is not satisfactorily answered in a short time. It is business suicide to do otherwise.

The Steel Corporation is new in the South. It will take some time and some millions of dollars to get things on the most economical basis. Her intentions may be of the best. Such has been intimated, but intimations are not satisfying. The Southern manufacturers are getting very, very blue, and need more than this

for encouragement. We want something definite to bank on. Times are dull, and quotation after quotation is turned down on Western, Northern and export business on account of this same arbitrary disadvantage in buying the raw material. Southern manufacturers would like very much to know what the future has in store. Will new mills be built in Birmingham? Will bars and plates be sold at the same percentage of profit basis f. o. b. Birmingham as at Pittsburg? Will the South finally get the advantage of her natural advantages? How soon will the present conditions be changed? Will the steel interests of Pittsburg and the South be equally looked after? Are Southern steel manufacturers going to be held back in the future as in the past, or will they be allowed to grow?

These are long, strong questions, and we have (more's the pity) only one organization to address them to—the Steel Trust.

HUGH W. SANFORD.
Knoxville, Tenn.

LOUISIANA'S WISE LEGISLATION.

Bringing Immense Sums of Money for Investment in the State.

[Special Correspondence Manufacturers' Record.]

New Orleans, La., August 29.

In November next the voters of Louisiana will adopt a constitutional amendment exempting real estate mortgage loans from taxation, and immediately thereafter more than \$25,000,000 will be transferred to New Orleans in the shape of outside loans on New Orleans real estate, while other heavy similar sums will be made available for the building of interurban trolley lines and like improvement of a semi-public nature throughout the State.

Strange as it may seem, the State of Louisiana has during many years maintained a directly hostile attitude toward the investment of outside capital, consequently has had to depend upon local capital for practically all of the improvements made in recent years. In the course of time, due to the immense sums required for sewerage, drainage and water, for skyscraper construction, paving and other far-reaching projects necessary to transform New Orleans from a before-the-war to a modern city, the banking capital available for use in carrying on the commerce and business of the port diminished in ratio with the increasing demand. Real estate values were increasing rapidly, but funds for needed improvements were lacking. Grain and cotton exports were growing, but not nearly so fast as they would have grown had the banks been in position to adequately finance the business. Last May the Louisiana Legislature took these matters under careful advisement, and the members expressed amazement when they learned that foreign bankers were by law practically barred from buying New Orleans exchange on a competitive basis, while the tax imposed upon real estate mortgage loans, entailing double taxation on real estate where money was borrowed outside the State, kept all outside life insurance and trust funds away. The result of this investigation was the enactment of a measure providing for a vote on a constitutional amendment correcting these defects in the State's fundamental laws, and, there being no opposition, the amendment will be carried at the November election.

Here are some of the projects that will immediately enjoy relief from present financial burdens:

New Orleans Hotel, built with \$1,500,000 of borrowed local money at 9 per cent. interest, will refund the loan with already arranged-for life insurance money at 4½ per cent.

A large department store, whose skyscraper home in New Orleans was built with local money at a high rate of interest, has arranged to refund the \$1,000,000 debt at 4½ per cent. the moment the mortgage loan tax exemption amendment becomes a law.

Several thousand acres of land lying immediately adjoining the built-up section of the city will be developed as a suburb with \$2,000,000 of 4½ per cent. outside money already arranged for, the consummation of the loan depending upon the passage of the amendment.

Four interurban electric railways, surveyed and awaiting construction, have not been built because local money was not available, the tax on mortgage loans prevented the loans being placed outside, have now arranged for all the money they will need, the same to be available the day

after the constitutional amendment carries.

Eight million dollars of New Orleans drainage bonds will be floated after the election; \$12,000,000 of New Orleans sewerage and \$4,000,000 of New Orleans water bonds were floated locally several years ago.

Many millions are needed for the improvement of the port's facilities, the building of additional wharves, steel sheds, etc., and it is understood this money will be forthcoming from Europe soon after the new laws go into effect.

New Orleans now has no suburban residences. The nearest town is 50 miles away. In anticipation of plenty of mortgage money at low rate of interest, immense activity is being shown in this direction, and many tracts of land lying near the city, but never before put to any use, are soon to be drained, subdivided, reached by new lines of transportation and made available for summer homes.

But the greatest advantage that will accrue to the city and port of New Orleans will come from the augmentation of its working capital and the hugely increased ability of its banks to finance its legitimate business enterprises.

During the past 10 years both cotton and grain exports have been diverted from New Orleans because adequate financial arrangements could not be made here, notwithstanding New Orleans is a free port, owns its wharves, and in addition now owns a belt railroad which is being conducted by the city for the purpose of facilitating commerce and reducing the cost of the shipper.

It has been estimated that considerably more than \$100,000,000 of outside money will come into Louisiana in the shape of real estate mortgage loans during the next 10 years under the encouraging provisions of the mortgage loan tax exemption amendment, and that the uplift in the material affairs of New Orleans and the State will be one of the marvels of the coming decade.

All of which will exert a far-reaching bearing upon the now fast developing export commerce of the Mississippi valley, of which New Orleans is the seaport.

WALTER PARKER.

NORTH CAROLINA GRANITE.

Illustrations of the Extensive Developmental Operations.

[Written for the Manufacturers' Record.]

In last week's issue of the MANUFACTURERS' RECORD a detailed account was published of the extensive development in granite operations at Granite Quarry, N.

statistical information already published give an adequate idea of the present activities.

One picture illustrates the approach to



THE CRUSHER OF THE AMERICAN STONE CO.

C. The accompanying photographs are vividly illustrative of the extent and intricacies of the business carried on here, and when considered with reference to the holdings of one of the granite companies operating in this geologic belt—that of the Rowan Granite Co. This company, the Dunn Mountain Granite

Co., the Balfour Pink Granite Co. and the American Stone Co. are under one management, although each operates its holdings independently. This amalgamation has allowed a more efficient handling of the business and has been the cause of the recently increased activity. The Rowan Granite Co.'s quarry, which was owned and operated by the Whitney Company, has been taken over recently under a long lease by W. A. Esson & Co. There are three openings in this quarry, from

natural artistic characteristics are frequently emphasized by the skilled hand of the sculptor. In Woodlawn Cemetery, Pittsburg, Pa., there is a beautiful statue of an angel of victory carved from a 35,000-pound block of Balfour pink granite by F. Barnicoat, sculptor, of Quincy, Mass.

The quarry of the American Stone Co. is the scene of active operations in the crushed-stone industry. A series of standard-gauge railroad tracks is used for



THREE LINES OF STANDARD-GAUGE RAILROAD TRACKS LEADING INTO QUARRY NO. 1 OF THE ROWAN GRANITE CO.

all of which is obtained beautiful gray stone, fine grained and compact. Large quantities of this granite are being shipped daily to all parts of the country, one contract having already been entered into to ship 100,000 tons of paving blocks to the city of Chicago. The enormity of the operations incident to the filling of this order can be gleaned from the statement that for 12 months 200 men will be kept constantly at work cutting the huge blocks of granite into the sizes desired for paving purposes.

Each of the quarries referred to con-

transporting the granite from its natural bed to the crusher. These divergent tracks spread out like the spokes of a wheel, center at the crushing plant, two pictures of which are given, where the granite is crushed and then assorted by means of a series of screens.

The largest of the stone obtained through this process is used as ballast for railroad tracks and foundation for road material; the next largest size is used for road topping, while the fine stone and dust are used in place of sand as an ingredient in the preparation of concrete.



PART OF THE VIEW OF THE QUARRY OF THE AMERICAN STONE CO.

tains granite of the same general characteristics, the only difference being that of color, caused by varied coloring matter in the feldspar constituent.

The quarry of the Balfour Pink Granite Co., as the name indicates, is the repository of a rare and valuable form of pink granite, the delicate tint of which adds to its commercial value because of the demand, which it eminently satisfies, for building and monumental material possessing latent artistic characteristics.

Its effectiveness for monumental purposes is universally recognized and its

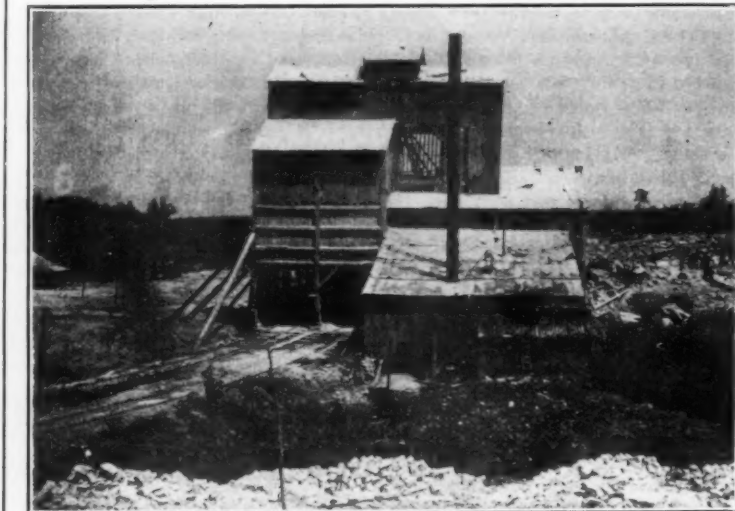
This satisfactory disposition of the by-product is of great benefit to the operations here; first, because it does away with the unsightly "grout" piles frequently met with in the vicinity of New England quarries, and secondly, and of far greater importance, because this material, which would otherwise be classed as waste, can be sold at remunerative rates, adding materially thereby to the commercial efficiency of the plant.

The crusher of the American Stone Co. has a capacity for turning out 1500 tons of crushed stone in 10 hours.

Activities here have been accelerated through an adjustment of freight rates by the railroads, permitting development work to be pushed on a large scale to the utilization of vast and valuable resources.

The efficiency of the operations here has been enhanced by improved machinery with which each plant is equipped. On the Balfour property there is an air

compressor supplying 700 cubic feet of free air per minute for the maintenance of the pneumatic tools. A boiler plant of 200 horse-power furnishes the steam for all purposes, while three steam derricks are used for shifting the unwieldy blocks of granite.



CRUSHING PLANT OF THE AMERICAN STONE CO. WITH A CAPACITY OF 1500 TONS IN TEN HOURS.

The Rowan Granite Co. is the possessor of a polishing and dressing building built of steel, 230 feet long by 64 feet wide. It maintains a steam-power plant of 250 horse-power and a standard-gauge railroad. This railroad runs through the cutting shed and connects with the main line of the Southern Railway. In short, this group of companies produces weekly 150,000 paving blocks and 27,000 tons of crushed stone, employs from 500 to 700 men and operates 20 derricks and hoisting engines.

A. WILLIAM FIELD.

HALF-SHADE TOBACCO.

Sumatra and Havana Leaf Grown in Southern Florida.

[Special Cor. Manufacturers' Record.]

Dade City, Fla., August 29.

Knowing that many of your readers will be interested in learning some of the par-

ticulars of the growth and development of the Havana and Sumatra tobacco industry in South Florida, at Dade City, 35 miles north of Tampa, I write this article, thinking it may be beneficial to some manufacturer of cigars or to some who may contemplate growing tobacco in South Florida. I came here from Southern Kentucky with my wife, seven sons and daughter 11 years ago, the children aged from 3 to 17 years. My object was to grow Hanava and Sumatra tobacco as the main money crop and to grow winter vegetables,

oranges and fruits, such as would not conflict with my tobacco in the open ground. I was fairly successful, and sold my tobacco to parties at Quincy, Fla., who had large fields of their own and who had facilities for sweating, grading and baling it. So pleased were they with the "burn," colors and quality of the tobacco that they proposed to furnish me the money with which to half-shade the land and agreed to give me 40 cents per pound for all the tobacco I grew for a term of five years and deduct from the price of same the one-fifth cost of shade each year, with interest on balance at 6 per cent. until they should be reimbursed. This proposition struck me as being a good one, and sure to afford myself and boys good compensation for our labor (three times as much as we had received in Kentucky) for a number of years, so I closed the deal and carried out the contract.

Since then my son has had the management of the tobacco farm, and has merged our holdings with the Quincy Brook Tobacco Co., a stock company capitalized at \$100,000. As general manager and vice-president of the company he has since last



PARTLY GATHERED TOBACCO CROP ON SUNNY BROOK FARM, DADE CITY, FLA.

August cleared up and half-shaded 50 acres more land for tobacco, built 12 more large barns of 40x100 feet and 22 feet to eaves, bought a sawmill and sawed the

August cleared up and half-shaded 50 acres more land for tobacco, built 12 more large barns of 40x100 feet and 22 feet to eaves, bought a sawmill and sawed the

lumber for the barns and houses (15 in number and four to seven rooms each), put in irrigation plants for all of the 80 acres under cultivation, secured white labor in large families to occupy the cottages, and has this year had them grow the tobacco under contract at 22½ cents a pound. The company furnished the half-shaded land walled in to keep out the tobacco flies and the winds. The company also furnished all the fertilizer (\$60 worth per acre) and irrigation free of charge to the croppers, and also barns and sticks, and received the tobacco of them loose in by "hands" in July and August, and has settled with them for same. The company advanced each week the wages of everyone employed, \$1.25 for men and 75 cents to \$1 per day for girls and boys, except in stringing the tobacco on twine, when girls and boys were paid by the 100 sticks or laths, and they often made from \$1.25 to \$1.75 per day for the months of June and July, when the stringing is done. It is fortunate that the bulk of the labor is needed in June and July, when the boys and girls are out of school and vie with each other seeing who can make the most in their vacation. The heads of families contracted to grow from two to six acres each, and after paying ordinary wages to themselves and their children and all extra help, they have averaged \$100 per acre net profit.

I should state also that the company furnished an experienced grower to go to each cropper every day and suggest what should be done to the crop, so the new men from Maryland, Kentucky, Virginia and Arkansas were not puzzled as to what should be done at any time.

The crop of 80 acres was over 94,000 pounds. It is now all in the sweat-rooms of the large three-story brick packing-house in Dade City, and the first sweated is now being assorted, graded and being gotten ready for baling. About 100 hands, mostly boys and girls, are assorting it, and will be employed at the job for about three months. I forgot to say that the slats were cut as veneering at the company's sawmill, and in laths of 50 inches length and an inch wide, and were woven by hand by boys on high benches to the wires above ground nine feet.

This 80 acres of tobacco land is now being planted to sweet peppers, okra, late Irish potatoes, cabbage, lettuce, cucumbers, beets, squash, etc., and, as it is irrigated, it is sure to make a success. The tobacco growers have the preference in using these lands and give the company one-third of the produce. W. E. EMBAY.

In a fine spirit of optimism the *Ledger-Dispatch* of Norfolk, Va., published last week an issue setting forth the facts indicating great growth for that city in the immediate future and bearing especially upon the advantages of Norfolk for transportation and commerce.

The Commercial Club of Chickasha, Okla., Mr. C. Allard, secretary, is circulating as a means of attracting attention to that growing community a folding postcard containing views of public buildings, industrial plants and nearby farm lands.

It is estimated by the Prescott (Ark.) *Democrat* that during the past four years about \$1,500,000 has been spent upon school buildings and their equipment in towns of the State, the total not including buildings costing less than \$10,000.

It is announced that Prof. J. C. Nagle of the Agricultural and Mechanical College of Texas has prepared a report upon irrigation in the State which is to be published by the National Department of Agriculture.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

New England Mill Men.

An interesting feature of the next semi-annual meeting of the National Association of Cotton Manufacturers, to be held at Saratoga Springs, N. Y., September 29 and 30, will be an inspection of the plant of the General Electric Co. at Schenectady. Among the subjects to be discussed at the meeting are commutator grinding, cotton fiber substance and its properties, importance of forest preservation for manufacturers, low-pressure steam turbines, measurements of power and its transmission, modern methods of dyeing in cotton mills, positive and accurate humidity controlling devices, relationship between cones and flyers upon cotton roving frames, standard specifications for staple gray goods, textile fabrics and their consumers, textile mill power plant, textile tests in Europe and 200 varieties of cotton fabrics.

In connection with the meeting the Textile Exhibitors' Association will plan for an exhibit in the spring of 1909.

The officers of the National Association of Cotton Manufacturers are Messrs. Charles T. Plunkett, secretary Berkshire Cotton Manufacturing Co., Adams, Mass., president; George Otis Draper, secretary Northrop Loom Co., Hopedale, Mass., and Franklin W. Hobbs, treasurer Arlington Mills, Boston, Mass., vice-presidents; Robert Beatty, Robert Beatty & Co., Philadelphia; Frederick A. Flather, treasurer Root Mills, Boston, Mass.; George P. Grant, Jr., treasurer Grant Yarn Co., Fitchburg, Mass.; Edwin Farnham Greene, treasurer Pacific Mills, Boston, Mass.; David S. Johnston, general superintendent Harmony Mills, Cohoes, N. Y.; John W. Knowles, treasurer Page Manufacturing Co., New Bedford, Mass.; William H. Loftus, superintendent Clark Thread Co., Newark, N. J.; Henry F. Mansfield, superintendent Utica Steam Cotton Mills, Utica, N. Y.; Joseph Merriam, president Springfield Webbing Co., Middletown, Conn., directors; C. J. H. Woodbury, Boston, Mass., secretary and treasurer, and C. E. Roberts, Boston, Mass., auditor.

Electrical Drive for Loray Mills.

The Loray Mills of Gastonia, N. C., has awarded contract to the Western Electric Co. of Chicago, Ill., for the installation of electrical equipment to drive its textile machinery, which consists of 57,800 spindles, 1080 looms, etc., producing print cloth and sheetings. It is understood that the contract amounts to about \$65,000 and calls for motors and accompanying apparatus for 3000 horse-power.

The Shawmut Mill.

The West Point (Ga.) Manufacturing Co. has installed a full equipment of machinery in its additional plant, the Shawmut Mill, described in detail and illustrated in the MANUFACTURERS' RECORD of August 20. This mill's capacity is 35,000 spindles and complement of looms for manufacturing duck and other heavy cotton cloth. It will begin operation on full time during the present week.

The Roanoke Mills Co.

The Roanoke Mills Co. of Roanoke Rapids, N. C., is understood to be pre-

paring to install the equipment of machinery for its weave plant addition, the building for which was completed in May. This is a two-story 100x120-foot building planned by Fred S. Hinds of Boston, Mass. Rumors state that the company will also add 8000 spindles.

Represents the Georgia Manufacturers.

It is understood that Oscar Davis of Columbus, Ga., represents the Georgia manufacturers recently referred to as proposing to build a cotton mill at Pensacola, Fla. The Pensacola Chamber of Commerce is endeavoring to induce the Pensacola business men to meet the terms of the proposition.

The Gaylesville Cotton Mills.

The Gaylesville Cotton Mills of Gaylesville, Ala., will probably install from 4000 to 5000 spindles and manufacture cotton yarns. This company organized with a capital stock of \$100,000, and will invite bids for erecting its buildings as soon as plans have been prepared. It was referred to last week. E. J. Chestnut is secretary.

The Hamilton Carhartt Mill.

The Hamilton Carhartt Mills of Rock Hill, S. C., is reported as preparing to double its plant. This company operates 7488 spindles and 204 looms on the production of denims. These goods are shipped to Detroit, Mich., where Hamilton Carhartt, president of the company, uses them in manufacturing overalls.

To Enlarge Its Mill.

The directors of the Edgefield Manufacturing Co. of Edgefield, S. C., have decided to increase capital stock to the extent of \$150,000 and enlarge the plant. This company's equipment is 5000 spindles, 325 looms, etc., and probably this machinery will be doubled. Chas. H. Fisher is treasurer.

A Proposed Cotton Mill.

It is proposed to organize a company to build a cotton mill at Ruston, La., and H. W. Ragan, Mayor of the city, is interested. He wants general information regarding cotton manufacturing and the necessary machinery, capital required and other details.

The Board of Trade, Waycross, Ga., is promoting the organization of a company to build a cotton mill.

Building Fertilizer Plant.

A report states that the Tampa (Fla.) Fertilizer Co. has begun the erection of a fertilizer plant at Tampa and expects to have it ready for operation within a period of 60 days. The main structure will be an L-shaped building, 380x80 feet, of frame construction and rubberoid roofing. It will be equipped with machinery of modern design and will be accessible to the Seaboard Air Line, Atlantic Coast Line and Tampa Northern railways. The Seaboard Air Line Railway, it is stated, has already constructed a track to the site and the Atlantic Coast Line Railroad has secured permission from the city to construct a similar track. The Tampa Fertilizer Co. is capitalized at \$100,000 and its officers are W. B. Chisolm of Charleston, S. C., president; W. R. Fuller, vice-president, and V. H. Lanier, secretary, both of Tampa. Messrs. Aulich & Deratt of Tampa are the contractors erecting the plant.

The Palmetto Fertilizer Co. of Columbia, S. C., has organized with a capital stock of \$50,000, and expects to begin the manufacture of fertilizers by January 1, 1909. Its stockholders include Iredell Jones, Jr., Willie Jones, J. L. Minnaugh and associates.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Canning Machinery for Argentina.

J. C. Godoy, care of Argentine Consulate, 80 Wall street, New York:

"A friend of mine from Argentina wants to have his canning factory completely changed, with up-to-date installation and machinery. His factory capacity is at present from 1000 to 2000 three and two-and-a-half-pound cans during the season.

"I should like to have the plans for a factory of 1000 to 2000 cans daily capacity—canned peaches, apricots, plums, pears and cherries. The present factory is canning quite a number of extra black olives.

"I would like to have the manufacturers' estimates of all that will be necessary for such a plant, to include a platform conveyor if necessary. Estimates to be illustrated with photographic pictures, since the buyers are far away and have not the chance to see the machinery.

"Everything is to be shipped to Buenos Ayres, Argentine Republic, to the order of the consignee; to be packed and shipped as soon as estimates will have been considered and prices accepted.

"My terms, as the intermediate buyer, will be cash on delivery of the merchandise to the steamer, against shipping documents.

"The factory or cannery will make its cans, so that estimates will have to tell something about it."

Soap-Manufacturing Materials.

E. Assenmacher, Rue du Marche 64, Brussels, Belgium:

"The articles which interest me especially are cotton waste and maize oil for soap manufacturers.

"If you could put me into business connection with some important firms in America to represent them in Belgium I would feel greatly obliged.

"I am in a position to transact important business in Belgium on the above-mentioned articles if good firms entrust me with their agency. First-class references at your disposal if desired."

A Letter from South Africa.

J. C. Chevers, P. O. Box 509, Cape Town, South Africa:

"Although business is very much restricted here at present on account of the general depression, there are many lines in which American manufacturers should be able to compete. Among these I might mention cheap bentwood chairs and extension dining tables, wooden folding chairs and agricultural implements of all kinds."

School Desks and Opera Chairs.

P. D. de Pool, Obispo No. 7, Havana, Cuba:

"I wish to get estimates on adjustable school desks and opera chairs. To expedite matters all data should be given, lowest export prices for large quantity, weight and through freight rates, C. L. and L. C. L., weight of C. L., terms and sales commission."

Will Manufacture Fertilizers.

Announcement is made that the Tampa (Fla.) Fertilizer Co. has leased a site from the Seaboard Air Line Railway for the erection at Tampa of a large warehouse and plant for the manufacture of fertilizers. It is stated that plans for the structures will be made at once, and orders for the necessary equipment will be placed.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BIG TERMINAL AT TAMPA.

Seaboard Air Line's Work at Grassy Island Officially Described.

Concerning the proposed new terminals of the Seaboard Air Line on Grassy Island immediately south of Tampa, Fla., the MANUFACTURERS' RECORD has received official information about the improvements which are now under way, as follows:

"The Seaboard Air Line will dredge the north side of the island adjacent to its property and slip, extending back some 1800 to 2000 feet, and along on the island side of this slip will be built a naval-stores dock, saw-tooth construction, for the handling of lumber thereon, the total length of the dock to be 1200 feet and the width 50 feet. This will be served in the rear by the necessary storage and distribution tracks.

"On the west side of the island and near the northwest corner will be built a dock, approximately 50x500 feet, and just back thereof will be built a storage warehouse about 75 feet wide by 400 feet long. In front of this proposed warehouse and dock will be a dredged berth for ships to harbor in, which will be back of the Government channel. This dredged berth will be some 1200 feet long.

"Further to the southward and on the west side of the island adjacent to the already dredged Government channel will be built a dock 50x700 feet, and located thereon will be a phosphate handling plant with a capacity for loading in ships of approximately 300 tons per hour. This will enable ships to load in about 10 hours. In front of this proposed dock and phosphate handling plant will be a ship's berth, which will allow ships to lie back in a protected area away from the already dredged Government channel. This dredged ship's berth will be about 1000 feet long by about 75 feet wide. This dock and the phosphate handling plant will be connected with the other portion of the island improvements by the necessary tracks, and will also have the necessary storage tracks close thereto.

"The island at present is not connected with Tampa inland by any direct track, but work is being pushed on a physical connection over a steel Scherzer rolling-lift bridge, 185 feet long, center to center of bearings. The work on the foundations of this bridge is now in course of preparation, and the steel work is in course of fabrication. The main track connection with the island will run off the southern end of the already 'breaking up' Tampa train yard, which gives a very desirable train movement and storage yard in connection with the island improvements.

"The layout is so arranged with a comprehensive view to future developments and increased facilities, which can be put in without interference with the hereinbefore mentioned facilities, and the phosphate handling plant will be built so its capacity can be doubled without having to alter the track layout to any great extent.

"The depth of water in the various slips and berths will be about 24 feet below local mean low water, which is a little deeper than the present Government dredged channel, but which will be ready for the proposed Government proposition for a deeper channel up to the city.

"The work on these terminals has been let to Messrs. Burwell & Hillyer, contractors, of Jacksonville, Fla., and the rolling-lift bridge is being handled in its

superstructure by the Phoenix Bridge Co. of Phoenixville, Pa., and the substructure by Mr. V. M. Johns of Portsmouth, Va. The work will be pushed vigorously, and the bridge, furnishing a physical connection to the island, it is hoped will be finished in the very early part of 1909, and the completion of the other work in toto it is hoped will be finished before many months in 1909 have passed. The dredging, it is expected, will be completed within the next 120 days. The construction will be substantial in every respect, and its design has been made with an idea of convenient handling of business and with an eye to proposed future enlargement and development.

"The work is in direct charge of Mr. H. S. Thomas and his various assistants, and is handled under the general direction of Mr. W. L. Seddon, chief engineer, and is being pushed to hurried progress all that is possible.

"When these facilities are finished Tampa city will have a large railroad terminal, which it has never before possessed, and salient features of which are that it is within a few minutes' walk of the main business portion and banking center of the city of Tampa, and large dealers and exporters can have an eye to their shipping interests as well as to their financial interests at the same time. The completion of this work will mark for the city of Tampa a phenomenal improvement and a great step forward in its deep-sea and foreign-port trade, and bids fair to cause a large growth of population in that territory."

INTERCHANGEABLE MILEAGE.

An Explanation of the Rule for Handling the Books.

Comments made by the MANUFACTURERS' RECORD in its issue of August 13 upon the inconveniences to travelers from the recently adopted rule as to relinquishing to a ticket agent at the depot instead of to the conductor on the train coupons from interchangeable mileage books has brought out an authoritative statement that in Georgia, Alabama and South Carolina the regulation has received the approval of the State railroad commissions as reasonable and justifiable. The railroads operating in the Southeast take the ground that:

"Mileage coupons of interchangeable tickets are unlike any other form of tickets or other transportation, because all other tickets or forms of transportation are reported by the selling line to the carrying line in consecutive order, and any errors or omissions which are made are susceptible to an immediate check and correction. Under the plan of having the conductor lift the mileage on the train the only way that interchangeable mileage coupons can ever be properly accounted for is by the carrying road reporting to the selling road the number of coupons of the mileage tickets which it has lifted, and these mileage coupons have thus to be returned before any such accounting can be had.

"Furthermore, in many instances where transfers are involved and in other cases the roads have been requested to arrange some form of exchanging the mileage tickets so that some through ticket, including the transfer arrangement, etc., shall be secured by the passenger.

"The general conditions which have prevailed in the Southeast beginning April 1, 1908, seemed to make that date appropriate for the inauguration of the plan of exchanging the mileage tickets at the ticket offices, as on that date there was a general rate reduction to two and one-half cents per mile, maximum, for the straight one-way tickets, and then the rate for interchangeable mileage tickets reduced to

two cents, the forms and conditions of the mileage ticketing arrangements also being greatly amplified. And, as stated, it being anticipated that an even larger relative amount of the revenue of the carriers would be derived from all these mileage ticket sales, it was deemed best to establish the plan of exchanging the mileage coupons at the ticket windows, and while this is comparatively a new plan in the Southeast, the railroads claim that it is only reasonable and just; that it should be given a fair and free trial, and that no harsh or adverse criticism or imaginary difficulties should be presented as constituting obstacles or objections to such an arrangement, which is in a large measure beneficial alike to the passenger and the railroads.

"This mileage exchange arrangement is in effect in other territories in the United States, notably in the very thickly populated section of the Central Passenger Association, covering all of the railway lines extending from Buffalo and Pittsburg on the east to Chicago and St. Louis on the west, and as result of many years of trial the exchange arrangement in that territory is said to be generally most satisfactory in every respect, the difference being, however, that in the Central Passenger Association territory the interchangeable mileage tickets are sold at a gross rate of \$25, and upon the return of the cover of the mileage book by the original purchaser and the certification of the validity of the use of the entire mileage ticket in accordance with the terms of its contract, a rebate or refund is made by the chairman of the mileage bureau of the Central Passenger Association of \$5, thus making the net rate two cents per mile; whereas, it is proposed in the Southeast to make this net rate two cents per mile for 1000-mile tickets without the mileage bureau or the rebate or refund arrangement."

THROUGH VIRGIN FORESTS.

Plans of the Appalachian Railway Co.—Minerals to Be Developed.

Mr. John C. Arbogast, Oates Building, Asheville, N. C., writes the MANUFACTURERS' RECORD concerning the Appalachian Railway Co., recently organized by himself and others to build from Whittier, N. C., into Tennessee. He says:

"The Appalachian Railway will open to development 70,000 acres of the finest virgin timber land, and it will also develop some 200,000 acres of other timber lands in the hands of different owners. The length of line to a connection at some point in Tennessee, presumably Sevierville, as about 45 miles. There is a road being built now from Knoxville to Sevierville by Mr. W. J. Oliver. The territory to be traversed is unbroken forest for 20 miles through the Great Smoky mountain, which are rich in all the minerals common to the mountains of North Carolina, copper, gold, nickel, kaolin and talc. The engineer in charge is Mr. Robert Grey of Bristol, Tenn.

"The directors of the railway company are Wm. S. Harvey of Philadelphia, Pa.; George W. Lex of Philadelphia, Pa.; S. U. Schaffer of New York city; S. E. Slaymaker, New York; John C. Arbogast, Lake Charles, La., and Henry B. Stevens, Asheville, N. C. The president of the company is Mr. Schaffer; secretary, Mr. Lex; treasurer and general manager, John C. Arbogast."

Marshall & East Texas Plans.

Mr. A. T. Perkins of the St. Louis Union Trust Co., St. Louis, Mo., writes the MANUFACTURERS' RECORD concerning the Marshall & East Texas Railway Co., saying that the latter has bought the Texas Southern Railroad, which runs

from Marshall to Winnsboro, Texas, 74 miles, and is putting the line in shape. Continuing, he says: "Something over \$100,000 is being spent in improvements, but all the work is being done by the company's own men. Mr. Perkins is president of the road, with office in St. Louis, and Mr. J. E. Votaw is general superintendent, with office at Marshall, Texas."

A press report from Marshall, Texas, says: "It is an open secret here that the Texas Southern will be an important link in a railroad to be built south from Marshall to connect with the St. Louis, Brownsville & Mexico Railway at or near Houston. It will also be built north from Winnsboro, presumably to connect with the Frisco system at Paris, Texas, for the time being. The first work that will be done is the rebuilding of the line between Marshall and Winnsboro. The grade will be lowered to conform to the extensions to be built north of Winnsboro and south of Marshall, which will also be low grade to conform to the grade of the St. Louis, Brownsville & Mexico line. As soon as the present line is rebuilt the engineers will begin work for the north and south extensions.

"The southern extension will probably include Port Arthur, to secure a deep-water port and the building of the proposed bridge across the Rio Grande from Brownsville, Texas, to Matamoros, Mex., is expected to have an important bearing on the future of this line."

Quitman & Great Northern.

Mr. M. J. Healy, Quitman, Texas, writes the MANUFACTURERS' RECORD concerning the proposed line, of which he is general manager, and which is to be built from Mineola to Paris, Texas, about 85 miles. He says that charter has been filed for the Quitman & Great Northern Railway Co., with general office at Quitman, Texas. Surveys are now being made and plans are being prepared for building the first 10 miles from Mineola to Quitman.

A press dispatch from Austin announces the approval of the charter for the first 10 miles, which will connect at Mineola with the Texas & Pacific Railway, the International & Great Northern Railroad and the Missouri, Kansas & Texas Railway. This will give Quitman connection with three important lines. The charter recites that by amendment the road may be extended farther south from Mineola or farther north from Quitman, or both: capital stock \$25,000. The incorporators are W. M. Lloyd, J. B. Goldsmith, T. A. Stephens, J. O. Rouse, John W. Smart, J. A. Nixon, J. W. Corley, John R. Edmonds of Quitman, Texas; M. J. Healy of McKinney, J. B. Wallace, S. J. Denton and G. W. Lipscomb of Quitman. The first nine are directors for the first year.

Beaver Valley & Northwestern.

Mr. C. H. Holmes, secretary, writes from Gage, Okla., to the MANUFACTURERS' RECORD that the Beaver Valley & Northwestern Railroad Co. is the correct name of the corporation chartered to build a railroad from Oklahoma City, Okla., to La Junta, Col. He also says: "It is proposed to begin first the construction from Gage to Hooper, Okla., 120 miles, to connect with the Santa Fe and with the Rock Island road. The preliminary survey has been run under the direction of H. A. Perkins, engineer, and the surveying force is now locating the permanent line and right of way is being secured. It will probably be three weeks or a month before any contracts are let. The road will traverse a country rich for agricultural purposes and abundantly able to sustain a heavy traffic. The officers of the road are J. W. Webb, president; Frank Laughrins, treas-

urer, both of Beaver City, Okla.; W. H. Holt, vice-president, and C. H. Holmes, secretary, both of Gage, Okla.

Improvements at Jacksonville

The Seaboard Air Line, according to a report from Jacksonville, Fla., has completed and approved plans for a new storage warehouse to be built at the Hogan-street yards, and construction upon the building will be started before January 1. The warehouse will measure 300x100 feet, and will be two stories high. It will be built of corrugated iron and will rest on piling. It will be near the mouth of McCoy's creek. It is also said that the road will expend \$25,000 to rebuild the yards. Several old buildings are to be removed, tracks will be taken up and relaid and vitrified brick will be laid between each pair of tracks.

These expenditures are rounding out the plan of improvements begun at Jacksonville by the Seaboard about two years ago, and which included the building of new warehouses, new docks and extensive new shops.

Progress on the Virginian.

Raymond DuPuy, vice-president and general manager of the Virginian Railway, is quoted in a report from Norfolk, Va., as saying that much of the steel work for the large coal pier at Sewells Point has been received, and in several days the McClintic-Marshall Construction Co. will begin to erect it. The other contractor, the McLean Contracting Co., is pushing the foundations for the pier as it is the grading for the approaches thereto, and the extensive railroad yards.

The Virginian is also making great progress on the building of its line in the western part of Virginia and in West Virginia. In the latter State a high trestle of steel has just been built over a gorge west of Princeton. This viaduct is 192 feet high, and is supported by steel piers resting on stone foundations.

Springfield to Carthage.

Stockholders of the Springfield Traction Co. of Springfield, Mo., are reported to be interested in a proposed electric railway about 50 or 60 miles long and which will connect Springfield and Carthage, Mo., and intermediate points. The estimated cost is \$2,000,000. Among those whose names are mentioned in connection with the enterprise are George Mocamber, ex-Governor Hill of Maine, F. W. Little and W. A. Bixby, the latter being general manager of the Springfield Traction Co. It is reported that William B. McKinley of Champaign, Ill., has investigated the proposition and may become interested in it if he has not already taken it up.

No Work This Year.

The MANUFACTURERS' RECORD is officially informed that no work will be done during 1908 on the proposed line of the Kansas City & Springfield Southern Railway Co., which is in Missouri. C. C. McFann is general manager of the company, with address at Kokomo, Ind.

Lumber Line Contemplated.

The Yadkin Lumber Co., Lenoir, N. C., concerning the report that it was interested in a plan to build a railroad from Lenoir to North Wilkesboro, writes the MANUFACTURERS' RECORD that such a road is contemplated, but no company has yet been formed.

The Chamber of Commerce of Beaufort, N. C., has issued an attractive little pamphlet setting forth the advantages of that city and the opportunities offered the homeseeker and investor.

MINING

Virginia-Kentucky Coal.

Even at the present day there are many areas in the great Appalachian coal region concerning which no one has very definite information. They have escaped examination because of their inaccessibility, their heavily forested condition or their remoteness from lines of transportation. A combination of these conditions has retarded the prospecting and development of the field of bituminous coal that lies in the basin of Russell fork of Big Sandy river in Southwestern Virginia and the adjacent portion of Kentucky.

The extension of the Chesapeake & Ohio Railway up Big Sandy river into Pike county, Kentucky, drew attention to the coal field thus made accessible, and the contemplated construction of a railroad from Dante, Va., through Dickenson county made it desirable that more reliable information should be obtained in regard to the extent and character of the coal field in that section. Accordingly, in the summer of 1906 the United States Geological Survey detailed Ralph W. Stone to make a reconnaissance survey of the basin. Brief preliminary accounts of this work were published by the survey in the summer of 1907 as chapters in Bulletin 316, which formed Part II of "Contributions to Economic Geology, 1906." A more complete report has just been issued as Bulletin 348.

The area covered by the report comprises approximately 680 square miles, and field work was carried on during 19 weeks, 13 of which were spent in the Kentucky portion of the basin.

The report is divided into two parts, the first relating to the Elkhorn coal district of Kentucky and the second to the Russell Fork coal district of Virginia. The Kentucky portion of the basin has long enjoyed a good reputation among investors for the amount and quality of the coal present, and individuals and companies have made thorough investigations of practically the entire district, but the reports are, as a rule, private. Published information in regard to the Virginia district is exceedingly scarce. Mr. Stone's report, which is illustrated by maps of both districts and by many coal sections, should prove valuable both to people who live in the field and to outside investors.

Petroleum in 1907.

According to a report by Dr. David T. Day of the United States Geological Survey, the United States produced in 1907 more than 100,000,000 barrels of petroleum in excess of Russia's production. The total production of petroleum in this country was 166,095,335 barrels, an increase over the production of 1906 of 39,601,390 barrels. The total value of the production, 120,106,749 barrels, was an increase over the preceding year of \$27,662,014.

The rank of the leading petroleum States was changed materially during the year, Kansas and Oklahoma, with a production of 45,923,649 barrels in 1907, as against 21,718,648 barrels in 1906, attaining first place, and California dropping to second place, though her production amounted to 39,748,375 barrels in 1907, as compared with 33,098,598 barrels in 1906. The greatest change, however, was in Illinois, where the increased production—from 4,397,050 barrels in 1906 to 24,281,973 barrels—brought the State from ninth to third place, with an output more than fivefold that of 1906 and practically double that of Texas, which stood fourth in both years. Ohio, which stood third in 1906, with a production of 14,787,763 barrels, dropped to fifth place, its production amounting to 12,207,448 bar-

rels. Pennsylvania's output in 1907—9,999,306 barrels—put it in the sixth place instead of the fifth. West Virginia, with a production of 9,095,296 barrels in 1907, has seventh place instead of sixth; Indiana is No. 8, with a production of 5,128,037 barrels, and Louisiana No. 9, with an output of 5,000,221 barrels in 1907, whereas in 1906 Louisiana's production was in excess of that of Indiana, and the States occupied, respectively, seventh and eighth places. New York, Kentucky and Tennessee, Colorado, Utah and Wyoming, and Michigan and Missouri complete the list in the same order as in 1906.

The railroads of the country consumed as fuel 18,855,691 barrels of petroleum, an increase over 1906 of 3,268,014 barrels. Fuel oil was used upon lines aggregating 13,593 miles.

Bauxite and Iron Developments.

Messrs. A. D. Greenfield and Joseph Loewus, Peters Building, Atlanta, Ga., advise the MANUFACTURERS' RECORD that they have recently purchased 1500 acres of brown iron ore and several large deposits of bauxite in Bartow county, Georgia. They expect to begin mining iron in a few weeks, and have been negotiating with Eastern capitalists to mine the bauxite and erect a large plant at Atlanta for manufacturing alum and other bauxite bi-products. This contract is expected to be closed within 10 days.

Mining Notes.

The Housley Mining Co. of Hot Springs, Ark., E. T. Housley, president, has incorporated with a capital stock of \$100,000.

Though the production of coke in Virginia last year fell short 32,379 short tons of the 1906 production, its value increased by \$154,074, and amounted to \$3,765,733.

Of the total production of 363,493 short tons of lead in this country in 1907, Arkansas produced 15 tons, Georgia 2, Kentucky 75, Tennessee 16, Texas 10 and Virginia 82 tons.

Arkansas, Kentucky, Maryland, North Carolina, Virginia and West Virginia were the Southern States among the 23 States of the country producing last year abrasive materials. The total output in the country had a value of \$2,707,983.

Paper-Box Factory at Charleston.

It is announced that the paper-box factory being erected at Charleston, S. C., by the Charleston Paper Box Manufacturing Co., in which W. S. Lanneau and E. H. Schirmer, Jr., are interested, will be completed and put in operation within a few weeks. The main structure of the plant will be 200x40 feet, two stories high and of wooden construction. It will be equipped with modern machinery for the manufacture of numerous styles and sizes of stiff boxes, folding boxes, merchandise packages, etc. Shipping facilities will be afforded by the Southern Railway, near the tracks of which the plant will be located.

It is estimated that the aggregate of capital represented in the farmers' cotton warehouse movement in Mississippi is over \$250,000. This is being divided up into sums not exceeding \$10,000, and numerous cotton warehouses are being erected in all parts of the State. This work is being done under the Farmers' Educational and Co-operative Union, of which George W. Russell is secretary.

Business men of Mt. Pleasant, Texas, have organized the Commercial Club with Messrs. C. O. Lide, president; M. G. Blank, vice-president; J. V. Moore, secretary; Whitley Reed, assistant secretary, and W. H. Seay, treasurer.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Will Erect Big Band Mill.

To replace its sawmill recently burned at Doucette, Texas, it is announced that the Thompson Brothers Lumber Co., J. Lewis Thompson of Houston, president, will erect a larger plant than the one destroyed, and has already placed orders for the necessary equipment. The new plant will be of the double-band type, having a daily capacity of 120,000 feet and equipped with edgers, trimmers, conveyors, slashers, engines, boilers, etc. It is stated that the present planing mill, drykilns and sheds will also be enlarged, but this work will be done later. Ground will probably be broken for the construction of the new plant about the first of September, and it is expected to have it completed by January 1, 1909. Contracts are said to have been awarded to the Lufkin Foundry & Machine Co. of Lufkin, Texas, for the sawmill equipment, including a drive engine, and to the Houston, Stanwood & Gamble Company of Cincinnati, Ohio, for the boilers.

Want Lumber for Pier Construction.

Messrs. Richardson & Blumgardt of Norfolk, Va., who have received contract for decking and other timber work on the Sewells Point coal pier of the Virginian Railway, telegraph the MANUFACTURERS' RECORD that they want bids on 150,000 feet, board measure, 8x10-inch by 10 to 16 feet; 125,000 feet, board measure, 3x12-inch by 12 feet and 16 feet; 75,000 feet, board measure, stock sizes, long-leaf Southern merchantable pine. The firm also wants pneumatic tools and equipment, cast and wrought-iron bolts, washers, etc. Several weeks ago the MANUFACTURERS' RECORD mentioned the McLean Contracting Co., Maryland Trust Building, Baltimore, Md., as the contractor for the substructure for the pier, and the McClintic-Marshall Construction Co., Pittsburgh, Pa., as contractor for the superstructure.

Preparing for Larger Operations.

Among the numerous Southern industrial and manufacturing companies which are confidently expecting a revival of trade conditions and are preparing to meet the situation is the Jackson Lumber Co. of Lockhart, Ala., W. S. Harlan, manager. This company has recently made extensive additions to its planing-mill plant, installing a 54-inch band resaw, 12-inch inside molder and five planers and matchers. It has also installed a Corliss engine in its electric-light plant.

Wants Maple Flooring.

Geo. A. Clayton, 172 Meeting street, Charleston, S. C., wants prices on 65,000 feet of maple flooring for factory building.

Lumber Notes.

The next monthly meeting of the Alabama-West Florida Lumber Manufacturers' Association will be held at Montgomery, Ala., on September 8.

Messrs. Kenneth McLeod, L. S. Hughentugler, H. C. Potts, Leo Miller, R. E. Westfall and associates have incorporated the American Hardwood Co. of Sedgwick, Ark., with a capital stock of \$500,000.

The Norfolk Naval Stores Co. of Norfolk, Va., has incorporated with a capital stock of \$150,000. Among its incorporators are W. G. Davis and R. E. Jordan, both of Norfolk, and John T. Denny of Cromartie, S. C.

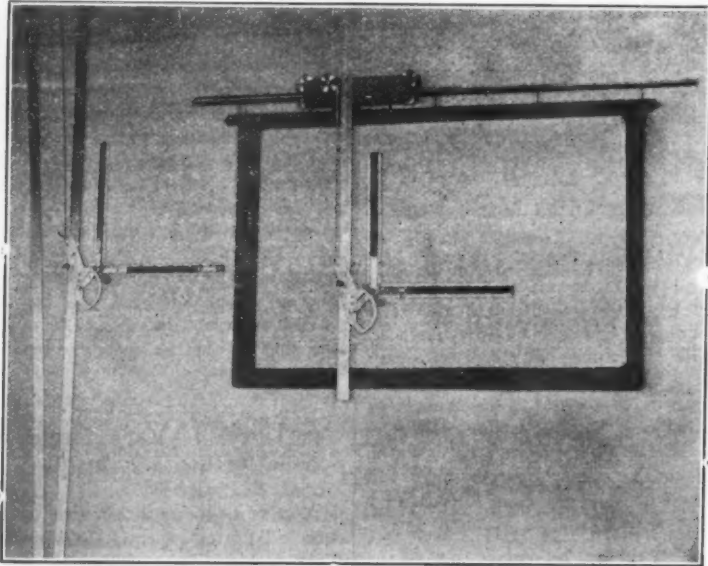
Subscribe to MANUFACTURERS' RECORD.
\$4 a year, or six months for \$2.

MECHANICAL

A New Drafting Instrument.

The Emmert Manufacturing Co. of Waynesboro, Pa., has undertaken the manufacture of the Noyes vertical T-square, a drafting instrument of considerable novelty.

This instrument comprises a vertically-arranged T-square, guided at the top of the drawing board and having a protractor with scales sliding vertically thereon. The



A NEW DRAFTING INSTRUMENT.

head of the T-square is provided with a set of four rollers guided upon a straight steel track which is fastened to the top of the drawing board. One pair of these rollers is beveled, and runs on ball bearings so arranged that the weight of the head holds it upon the track with absolutely no lost motion, making possible a very free and sensitive movement. The head also carries a spring-balanced drum, to which is attached a cord which connects with the vertically sliding protractor and acts to hold the latter to the blade.

The protractor is also guided upon the

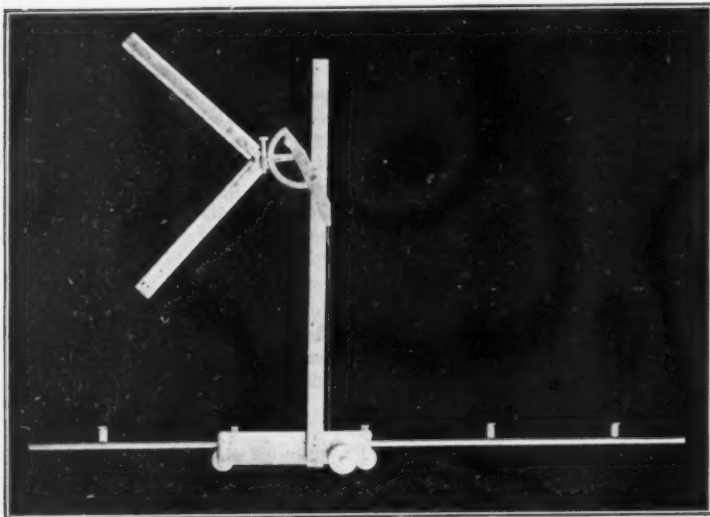
instrument to any multiple of three degrees, which includes all the most commonly used angles—0, 15, 30, 45, 60, 75 and 90. The three-degree angle is exceedingly handy, as it is the usual draft given to patterns; is suitable for the conventional angle used for showing screw threads and various other cases.

To obtain fine adjustment the neck of the worm is graduated with 12 divisions, so that one division represents one-quarter of a degree. One-half of this or one-eighth can be easily read, which is as fine

as is ever necessary for drawing. Interchangeable scales are provided, furnished with any desired graduations.

In addition to the obvious advantages of the instrument for the horizontal board, it is practically indispensable for the vertical. It combines T-square, protractor, scales and triangle into one self-contained whole, depending from the top of the board, while with the old arrangement one of these articles is usually on the floor and the rest scattered along the parallel rule.

It eliminates the use of the parallel rule, and its speed and accuracy in making pro-



A NEW DRAFTING INSTRUMENT.

blade by rollers, giving it a very sensitive vertical movement. It is thus evident that the instrument always moves in horizontal and vertical parallel lines.

Pivoted to the sliding protractor is a forked arm, to which interchangeable scales are attached. This arm is provided with a worm which engages notches cut in the rim of the protractor and which can be quickly pressed out of engagement therewith. These notches are spaced three degrees apart, thereby making possible an instantaneous setting of the in-

jections alone will pay for its installation.

A further extension of its use is in the making of large drawings. One of the two accompanying illustrations shows an application to a board for making 6x10-foot drawings. With this outfit it is possible to make full-size drawings of quite a large machine with the same ease, accuracy and speed as on a 24x36 board.

The advantages of this outfit are readily apparent to designers. Full-size assembled drawings, with every part standing up in its natural and normal life-size posi-

tion, furnish almost the same advantage as a model. With such a layout the location of operating mechanism and handles can be tried, and their convenience and accessibility can be determined and a more accurate scale layout is always possible when full-sized scale is used.

The Foote Batch Mixer.

Two accompanying views represent the Foote batch mixer, with power-loading skip. This skip does entirely away with the use of platforms and runways and the necessity of wheeling up inclines, and will easily save one-third of the labor in charging the mixer. Its operation is quick and sure, adding considerably to the capacity

ways, but it will increase the capacity of the mixer at least one-third on ordinary work.

"The skip can be easily detached and replaced with an ordinary hopper if desired.

"It entirely eliminates delays in moving and setting up a batch mixer; in fact, the Foote batch mixer with loading skip requires no setting up whatever.

"In many cases, and especially in making gravel concrete, the materials can be shoveled direct from the ground into the skip without wheeling, saving one complete handling. The skip is furnished if desired with partitions for measuring the materials."



THE FOOTE BATCH MIXER.

of the machine. It holds the entire batch and will elevate and dump it into the drum easily and rapidly, clean and without clogging or spilling. The Foote loading skip is simple and substantial, and is so compactly attached to the mixer that it requires no cumbersome side supports. It does not have to be set up or made ready for use, and will not delay moving the mixer. Further as to the skip the manufacturer says:

"It can be loaded on a level with the ground without the necessity of platforms or runways; will hold the entire batch and will elevate and dump it into the drum in from five to ten seconds; can be reloaded while the batch is being mixed, making the operation of the mixer practically continuous; is operated by a single line from

The Foote batch mixer is a non-tilting mixer which will discharge the whole batch, or any part of the batch, as quickly and much more easily than a tilting mixer. The manufacturer will absolutely guarantee the rapidity of its discharge as stated.

Its most important feature is its exceptionally low charging hopper, made possible by low mounting of the mixing drum.

The Foote Concrete Machinery Co., 184 La Salle street, Chicago, Ill., will furnish further details.

Electric Industrial Haulage.

By F. E. VAN SLYKE, E. E.

Many large industrial establishments employ yard gangs in shifting cars and in



THE FOOTE BATCH MIXER.

a hoist of the best type set conveniently inside the frames and driven by the engine which runs the mixer, without requiring additional power.

"The whole outfit is closely and compactly attached to the mixer, requiring no additional supports, no setting up or making ready for use, and will in no way delay moving the machine.

"Its design is simple and practicable in every respect, its operation rapid and sure, its construction substantial, there is practically nothing about it to get out of order.

"It will not only save one-third of the labor in charging the mixer, and the entire expense of building platforms and run-

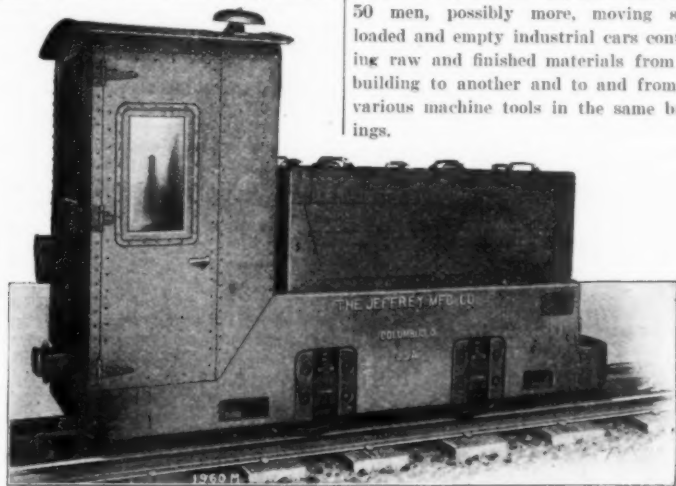
transporting materials from point to point about the plants under conditions which are favorable to electric haulage, and where its adoption would be assured if the matter could be presented in such a way as to convince the managements that a substantial reduction in operating expenses would result.

The purpose of this article is not to cover the broad field of industrial haulage, but rather to cite a few instances where the use of electric locomotives has been of great service, not only in reducing the cost of moving cars, materials, etc., but in facilitating the general work.

Electric industrial haulage may be

classified under two general heads; first, handling standard-gauge freight cars, requiring a comparatively large draw-bar pull for short periods of time at infrequent intervals; second, moving raw and finished materials, castings, pig-iron, etc., from one building to another, requiring a small draw-bar pull for short periods of time at frequent intervals.

In every large city there are warehouses loading and unloading from 10 to 20 standard-gauge railroad cars per day, and as usually the railroad switch engine is not available oftener than once a day, and in



SEVEN-TON STORAGE-BATTERY INDUSTRIAL LOCOMOTIVE.

some cases not oftener than two or three times a week, it is necessary to have from two to four laborers employed constantly in barring the cars, in the processes of loading and unloading, from one position to another.

Where it is desirable to handle only one car at a time and the track is approximately level, an electric locomotive weighing from six to eight tons is of ample capacity. The total mileage per day in moving 10 to 20 cars over short distances would not exceed two or three miles at most, so that the power consumption is a very small item. For the same reason the interest, depreciation and maintenance will not exceed the figures given in the accompanying table. Most manufacturing concerns have their own generators, and warehouses are usually so situated that power can be secured from a street railway circuit.

For the work described above there is a choice of two types of locomotives—one operated by current taken from an overhead trolley and the other by a storage battery.

The following table gives the approximate cost of operating each type of locomotive as compared to that of employing two or four laborers to do the same work. As the locomotive will only be in service for a very short time each day, it is often possible to arrange for a man to act as motorman who has other duties to perform about the plant, in which cases there would be no extra charge for an operator. In making comparison this charge has been figured as one hour per day, which is ample under the conditions usually encountered. If the work is sufficient to keep a motorman busy all or a considerable portion of the day, the locomotive would take the place of a larger number of laborers and the saving would be proportionately greater than the figures given:

A seven-ton locomotive, \$1900, and 3000 feet trolley wire, bonding etc., \$1000, a total of \$2900; interest on investment at 6 per cent., \$174; depreciation and maintenance on locomotive at 10 per cent., \$190; power, oil and waste, estimated, \$50; one man, one hour per day at 20 cents per hour for 300 working days, \$60; total yearly operating expense, \$474.

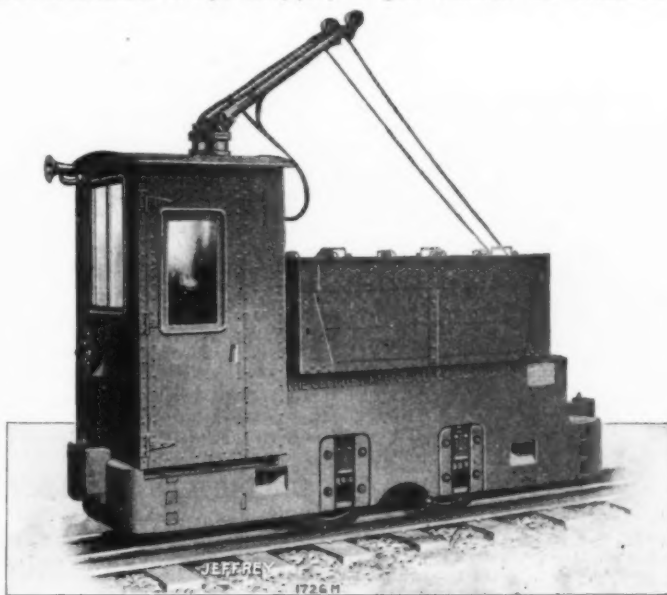
A seven-ton storage-battery locomotive, \$3400; interest on investment at 6 per cent., \$204; depreciation and maintenance at 10 per cent., \$340; power, oil and waste, estimated, \$50; one man, one hour per day at 20 cents per hour for 300 working days, \$60; total yearly operating expense, \$654.

Two laborers, at \$1.75 per day for 300 working days, \$1050; four laborers for same time, \$2100.

Under the second paragraph preceding are classed those manufacturing concerns in which are usually employed from 10 to 50 men, possibly more, moving small loaded and empty industrial cars containing raw and finished materials from one building to another and to and from the various machine tools in the same buildings.

For work of this kind small storage-battery locomotives weighing from two and one-half to six tons have proven very economical. The following gives the comparative cost of moving material about an industrial plant with a two-and-one-half-ton storage-battery locomotive, which took the place of six, and at times eight, laborers. This locomotive operated continuously on from three to four charges per week, hauling at times as high as 25-ton trainloads:

Two-and-one-half-ton locomotive, \$1800; interest on investment at 6 per cent., \$94;



SEVEN-TON STORAGE AND TROLLEY BATTERY INDUSTRIAL LOCOMOTIVE

depreciation and maintenance, figured at 15 per cent., \$270; motorman, at 20 cents per hour for 10 hours a day for 300 working days, \$600; power at five cents per kilowatt hour, five kilowatt hours per day, amounting per year, \$75; oil, waste, etc., estimated, \$10; total yearly operating expense, \$1059.

Six laborers, at \$1.75 per day for 300 working days, \$3150.

From the foregoing figures it will be observed that quite a handsome saving can be effected by the use of electric loco-

motives, and there are undoubtedly thousands of places where as great or even greater economy might be effected. The economy in operating cost is often secondary to the saving which results indirectly from the ease and facility with which the material is moved, and which has not been considered.

The following table shows the gross weight of trains which a locomotive of given weight can haul under average con-

ditions. This table will be of considerable assistance in determining the size of locomotive for any particular condition:

Gross Train Loads in Tons.				
Locomotive weight in tons.	Level.	2% grade.	4% grade.	6% grade.
2½.....	25	12	7	5
5.....	50	23	13	9
10.....	100	45	27	18
15.....	150	68	40	26
20.....	200	90	53	35

Where the car bearings and track are in good condition the locomotives will

haul from 25 to 50 per cent. in excess of the weights given in the table, while with poor track and car conditions the maximum loads may be less. As of interest in this connection, herewith are presented views of two modern seven-ton storage and trolley battery industrial locomotives.

The Soapurn.

There has been introduced a useful device called the Soapurn. This is a sanitary device for the storing and economical distribution of liquid soap. It consists of

a strong glass urn supported by a bracket to washstand or wall, having a locked cover, and at its lower end a discharge valve made of none-corrosive metal.

The cover consists of a metal cap which locks into grooves in the glass. The opening is large, so as to permit easy access to the inside of the glass vessel.

The lock is a very simple arrangement having no springs, and can only be operated by a special key.



THE SOAPURN.

The reservoir or urn is glass, and the valve parts are nickel alloys, which will neither rust nor corrode.

The valve is simple and positive, and does not depend upon gravity for its action. It has only one moving part, and cannot break or get out of order. The soap enters the upper part of the valve, and when the piston is pushed up runs down below it, then, as the pressure of the hand is released and the piston allowed to come back, it forces out into the hand a couple of drops of soap. As it takes from five to ten drops for an average wash, depending upon the condition of the hands, it is necessary to operate the plunger several times in order to get enough soap. It would be just as easy to so design the valve as to get enough soap at one operation, but it is a well-known fact that persons, particularly in public places, will operate a device like this a number of times regardless of how much they may get at one operation, so that this design has been purposely designed to throw only a small quantity and so eliminate this wastefulness. At no position of the plunger will a steady stream flow. The discharge button is as small as possible, and is placed at the very lowest end of the Soapurn, thus avoiding any drip over the urn. These features, together with the absence of a soap dish, make a perfectly clean wash basin and surroundings at all times.

All parts have to be put on and taken off with special made spanners or keys; all bolts used are made a little longer than necessary, so that they may be clinched, if so desired. These features render it difficult for anyone to tamper with the Soapurn.

The foolproof, hygienic and economical qualities of the device especially recommend it for use in public places.

The Soapurn is furnished in several styles of cover and brackets. It is offered by Charles Morrill, 277 Broadway, New York.

Advertise in MANUFACTURERS' RECORD.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Abbeville, S. C.—Abbeville county will construct six steel bridges to replace structures damaged by flood. Address G. N. Nickels, County Supervisor. (See "Machinery Wanted.")

Anderson, S. C.—Anderson and Greenville counties will award contracts September 15 for constructing steel bridge at Holliday's bridge, near Honea Path, S. C., and steel bridge on Saluda river between both counties; also on September 14 for constructing steel bridge at Pelzer, S. C., and steel bridge on Saluda river near Belton, S. C.; S. O. Jackson, Supervisor Anderson county, Anderson, S. C.; J. P. Goodwin, Supervisor Greenville county, Greenville, S. C. (See "Machinery Wanted.")

Augusta, Ga.—Charleston & Western Carolina Railway, A. W. Anderson, general superintendent, Augusta, will, it is reported, repair bridge damaged by flood; two spans and about 2000 feet of approach were destroyed; cost of bridge about \$40,000, and approach work about \$2 per foot.

Austin, Texas.—Boyce & Iredell, Austin; John W. Maxey, Houston, Texas; Kirkpatrick & Blanton, Jackson, Miss., and John Andrewartha, Austin, are preparing plans and specifications to build bridge across Congress avenue. (Travis county recently noted as issuing \$200,000 bridge bonds.)

Durham, N. C.—Durham County Commissioners will arrange to rebuild bridges destroyed by flood.

Greenville, S. C.—Greenville Traction Co. will submit proposition to City Council to give \$10,000 to build concrete bridge over Main street crossing, provided company is allowed to place its tracks on bridge; otherwise traction company will erect steel trestle below present overhead bridge.

Handshoro, Miss.—City voted issuance of \$5000 bonds for construction of bridge across Bayou Bernard. Address The Mayor.

Marlin, Texas.—Falls County Commissioners have awarded contract at \$35,000 to Morava Construction Co., Chicago, Ill., for construction of bridge across Brazos river at Belton, to replace old bridge destroyed by

flood, and contract at \$6002 to Missouri Valley Bridge Co., Leavenworth, Kan., for repairing and adding two spans to bridge across the Brazos river near High Bank; plans previously reported prepared by John W. Maxey, Houston, Texas.

McAlester, Okla.—Board of County Commissioners awarded contract to Toledo-Massillon Bridge Co., Ohio Building, Toledo, Ohio, for constructing five steel bridges in the county; contract price \$11,714.

Norfolk, Va.—Board of Control authorized W. H. Taylor, Assistant City Engineer, to prepare estimates of the cost of constructing concrete culverts to take the place of two wooden bridges over Duke street and one crossing Boush street, and to prepare estimates of cost of granolithic roadbed for Granby-street bridge.

Norfolk, Va.—Norfolk & Southern Railway Co., Thomas Fitzgerald, general manager, is reported as contemplating to invite bids for completion of steel bridge over Albemarle sound; structure is to be eight miles long, and less than one mile has been completed.

Ocala, Fla.—Marion county will construct steel bridges across Oklawaha river at Sharp's Ferry and at Moss Bluff Ferry; bids to be opened September 9; S. T. Sistrunk, clerk Board of County Commissioners. (See "Machinery Wanted.")

Spartanburg, S. C.—W. Frank West, Supervisor Spartanburg county, has awarded contract at \$5100 to A. D. McClain, Spartanburg, for construction of three steel bridges. (Lately mentioned.)

Washington, D. C.—R. C. Hollyday, Chief of Bureau of Yards and Docks, Navy Department, will receive bids until October 3 for constructing steel single-leaf railway rolling-lift bridge at Navy-yard. (See "Machinery Wanted.")

CANNING AND PACKING PLANTS

Montgomery, Ala.—Swift & Co., main office, Chicago, Ill., will erect packing plant; two or three stories; Mr. Brice, local manager.

New Orleans, La.—Swift & Co., main office, Chicago, Ill., will, it is reported, erect packing plant at New Orleans, La.; structure will occupy site 15,000 square feet and cost, including machinery, about \$500,000.

Ruston, La.—It is proposed to build cannery, and H. W. Ragan, Mayor, is interested. (See "Machinery Wanted.")

CLAYWORKING PLANTS

Baltimore, Md.—Fire Brick.—Baltimore Re-tort & Fire Brick Co., L. N. Rancke, general manager, Hull and Nicholson streets, awarded contract to J. J. Walsh & Son, 1525 Maryland avenue, Baltimore, for rebuilding burned plant; structure will be concrete or sheet iron, covering three acres; probably one story. (Recently mentioned.)

Charlotte, N. C.—Unit Brick & Tile Co. organized with \$50,000 capital stock to manufacture brick and tile; building erected; daily capacity of plant, 20,000 brick and 10 sq. tile; J. C. Levi, president; Paul Chatham, vice-president and treasurer; F. McM. Sawyer, general manager. (See "Machinery Wanted.")

Dallas, Texas.—Bricks.—Gordon Malcolm, Minneapolis, Minn., will, it is reported, expend \$25,000 in establishment of brick-manufacturing plant at Dallas.

Granite (not a postoffice), Va.—Granite Bricks.—Cape Henry Granite Brick Corporation, lately noted in connection with plan to rebuild burned plant, has offices in Law Building at Norfolk, Va., and should be addressed there; is having plans and specifications for fireproof building prepared by B. F. Mitchell, Norfolk; structure to be 40x126 feet; cost \$10,000; R. C. Marks, president.

Moundsville, W. Va.—Brick.—Indian Creek Brick Co. is having plans prepared by Alexander Purdy, Moundsville, for \$125,000 brick plant, and has awarded contract to R. J. McFadden, Moundsville, for grading.

Van Buren, Ark.—Face Bricks. Yoke Brick Co. organized by A. J. Yoke, Ft. Smith, Ark., and associates to establish face-brick plant at Van Buren.

Wichita Falls, Texas.—Wichita Falls Brick & Tile Co. incorporated with \$60,000 capital stock by M. W. Staniforth, R. J. Timmis, R. T. Moodie and others.

COAL MINES AND COKE OVENS

Bell County, Ky.—Whitfield Bros. (probably of Barbourville, Ky.) have, it is reported, purchased at \$25,000 and will develop about 300 acres of coal land in Straight Creek field.

Coalmont, Tenn.—Sewanee Fuel & Iron Co., incorporated with John E. Patton, Chattanooga, Tenn., general manager, has, it is reported, acquired for development properties of Sewanee Coal, Coke & Land Co. near Coalmont, consisting of developed and undeveloped land and coking plants now in operation at Coalmont and Clouse Hill; also contemplates purchasing, it is reported, additional coal and iron lands; main offices in Chattanooga.

Dickenson County, Va.—Eastern capitalists have, it is reported, purchased from A. C. Dowling, Sergeant, Ky., 4700 acres of coal and timber land in Dickenson county for development.

Fairmont, W. Va.—Pennsylvania Coal & Coke Co., reported incorporated last week with \$100,000 capital stock, will develop 2800 acres of coal land on Coal & Coke Railroad in Branton county. Frank J. Thomas, Meadville, Pa.; D. S. Swaney, Pittsburg, Pa.; Owen R. Brounfield, Fairchance, Pa., and others are interested.

COTTON COMPRESSES AND GINS

Bessemer, Ala.—Farmers' Union, T. F. Johnson, State secretary, Florence, Ala., will, it is reported, establish cotton compress in Bessemer.

Blytheville, Ark.—Roberts Gin Co., recently reported incorporated, acquired and will operate established plant; W. D. Roberts, president; W. B. Williams, local manager; no building or machinery needed.

Hickory, Va.—Warren-Wilson Corporation incorporated with \$10,000 capital stock; H. C. Wilson, president; W. J. Warren, secretary and treasurer.

Oklahoma City, Okla.—Deep Fork Gin Co. incorporated with \$5000 capital stock by Eli Rogan, A. Smith and M. S. Butler.

Pasche, Texas.—W. L. Souther, Brady, Texas, and others are erecting proposed gin.

San Marcos, Texas.—Farmers' Union Gin Co., S. B. Rylander, president, recently reported incorporated, operates cotton gin of 50 bales per day capacity; O. C. Smith, manager.

COTTONSEED-OIL MILLS

Graham, Texas.—Graham Cotton Oil Co., N. B. Berger, general manager, recently reported incorporated, succeeds Brazos Oil & Light Co. (See Hamlin, Texas.)

Hamlin, Texas.—Hamlin Cotton Oil Co., recently reported incorporated, succeeds Brazos Oil & Light Co. of Hamlin. The Brazos company is succeeded at Munday, Texas, by Munday Cotton Oil Co. and at Graham, Texas, by Graham Cotton Oil Co.; N. B. Berger, general manager.

Munday, Texas.—Munday Cotton Oil Co., N. B. Berger, general manager, recently reported incorporated, succeeds Brazos Oil & Light Co. (See Hamlin, Texas.)

Starr, S. C.—A. S. Bowie, Anderson, S. C., has purchased Starr Oil Mill at Starr; will overhaul and operate plant.

ELECTRIC-LIGHT AND POWER PLANTS

Arcola, Mo.—Kansas City & Springfield Southern Railway, C. C. McFann, general manager, Kokoma, Ind., states that no work will be done this year upon construction of power plant recently mentioned.

Argenta, Ind., Station Little Rock, Ark.—City's purchase of machinery for electric-light station (recently mentioned) comprises installation of new engine and generator to furnish current to Argenta Railway Co. for operation of railway.

Bridge-water, Va.—J. S. Dovel of Bridge-water and Chas. W. Bowman have purchased and will develop Grattan water power on North river; capacity 150 horse-power. (See "Machinery Wanted.")

Corpus Christi, Texas.—People's Light Co. incorporated with capital stock of \$30,000 by Clark Pease, John C. Kennedy, Geo. A. Blucher and Thomas E. Craig.

Cuero, Texas.—N. M. Ratcliff has begun reconstruction of burned electric-power plant

of Buchel Electric Co.; he has purchased company's dam and transmission lines.

Danville, Va.—City has appropriated \$22,000 for new central lighting plant. Improvements will consist of additional boiler, 500-kilowatt steam turbine generator, etc.; Frank Talbot, superintendent water, gas and electric department. (City previously mentioned as contemplating construction of lighting plant.)

El Campo, Texas.—El Campo Light, Ice & Water Co. has increased capital stock from \$10,000 to \$30,000.

Lakeview, N. C.—Lakeview Mills (J. B. Eastwood and J. R. McQueen) will install electric-light plant recently noted; will supply Lakeview and adjoining towns; 75-horse-power water-wheel installed; use present dam; cost of plant about \$5000.

Emporia, Va.—Greensville Light & Water-Power Co. is planning to begin construction of proposed water-power-electric plant to transmit electricity for lighting and power; surveys have been made and estimates are that a 36-foot dam across Meherrin river, one mile from Emporia, will develop 1400 horse-power; reported that \$100,000 will be initial expenditure. Company is understood to have closed contracts approximating \$20,000 annually for furnishing electricity. W. Samuel Goodwyn, Emporia, is company's president. Engineer in charge is C. P. E. Burgwyn of Richmond, Va.

Fairmont, W. Va.—Independent Power & Light Co. incorporated with \$50,000 capital stock by L. C. Wyer, A. H. Donnally, J. R. Lynn and others.

Lexington, Ky.—Kentucky Water, Heating & Illuminating Co. of Lexington has secured at \$6100 electric-lighting franchise, noted in July.

Nashville, Ark.—Robert Crowe, Arkadelphia, Ark., has asked for franchise to establish electric-light plant at Nashville.

Neosho, Mo.—Neosho Electric Light Co., S. W. Carver, manager, will install horizontal tubular boiler recently reported. (See "Machinery Wanted.")

Sanford, Fla.—M. M. Smith, president People's Bank, has petitioned City Council for authority to construct electric-light plant.

Seguin, Texas.—Seguin Electric Light & Power Co., L. A. Voight, manager, will, it is reported, rebuild its water-power plant and reconstruct its transmission lines.

St. Andrews, Fla.—St. Andrews Ice & Power Co. incorporated with \$25,000 capital stock; J. H. Drummond, president; T. J. McSweeney, secretary-treasurer. (Previously mentioned.)

Tryon, N. C.—Tryon Electric Light, Water & Power Co. will, it is reported, construct electric-light plant.

FLOUR, FEED AND MEAL MILLS

Slate River Mills, Va.—Slate River Milling Co. will erect flour mill of 50 to 80 barrels daily capacity, replacing burned plant; J. B. LeSueur, president, and J. A. LeSueur, vice-president. (See "Machinery Wanted.")

FOUNDRY AND MACHINE PLANTS

Alexander City, Ala.—Cottonseed and Guano Distributor.—B. F. Robinson, Camp Hill, Ala., contemplates establishment of plant at Alexander City for the manufacture of cottonseed and guano distributor which he has invented.

Atlanta, Ga.—Safes and Vaults.—Robert C. Howard, president Howard Safe and Vault Co., 59 Marietta street, will establish plant for manufacture of safes and steel vaults.

Bessemer, Ala.—Implements.—Farmers' Union, T. F. Johnson, State secretary, Florence, Ala., will, it is reported, establish plant in Bessemer for manufacture of implements.

Canton, Mo.—Machinery.—Standard Machine Co. incorporated with \$10,000 capital stock by T. C. Yeager, H. H. Zenge, William J. Zenge and others.

Chattanooga, Tenn.—Feed-water Control.—Senter Manufacturing Co., T. N. Senter, president, 1266 Market street, will increase capital stock from \$10,000 to \$30,000; will manufacture exclusively Senter automatic feed-water control; patent owned by company.

Dallas, Texas.—Machinery.—H. W. Graber Machinery Co. has increased capital stock to \$45,000.

Hattiesburg, Miss.—Car Repairs, etc.—Watkins Machine Co. will enlarge plant, erecting

100x800-foot addition to facilitate repair work on railway cars.

Pollansbee, W. Va.—Steel Tanks.—Recent notice that D. J. Sinclair, Steubenville, Ohio, is planning to establish plant to manufacture steel tanks at Pollansbee is incorrect.

Kenton, Ky.—Foundry.—Kenton Foundry Co. incorporated with \$10,000 capital stock by Fred Brenner, Frank Eltrup and others.

Memphis, Tenn.—Metal Doors and Windows.—Southern Blower & Manufacturing Co. expects soon to begin manufacture of metal doors and windows; will want necessary hardware. (See "Machinery Wanted.")

Nashville, Tenn.—Furnaces.—Harris Smokeless Furnace Co., Tillman Building, recently reported incorporated, will not erect buildings or install machinery at present; will have furnace parts manufactured; George N. Tillman, president; Lewis Tillman, secretary and treasurer; J. B. Harris, general manager; capacity plant, 60 furnaces (parts) per week.

Phoebe, Va.—Foundry.—C. M. Sager and associates will form company to rebuild and operate Sayre Bros.' foundry, recently burned; will erect brick or concrete building; temporary structure to be built at first.

Tulsa, Okla.—Road Machinery.—Smith & Son Manufacturing Co., Oklahoma City, Okla., will, it is reported, establish plant in Tulsa for the manufacture of road machinery.

GAS AND OIL DEVELOPMENTS

Bay City, Texas.—Sheppard's Mott Oil Co. incorporated by O. J. Doubeck and Thomas Haynes.

Beaumont, Texas.—Annex Oil Co. incorporated with \$5000 capital stock by M. Gulterman, C. A. Richardson and I. R. Bordages.

Dallas, Texas.—Ballard Oil Co. incorporated with \$10,000 capital stock by James A. Ballard, Thos. R. Tennant and others.

Lufkin, Texas.—Lufkin Petroleum Co. incorporated with \$25,000 capital stock by C. W. Townsend, W. M. Glenn, J. M. Singleton and others.

Macfarland, W. Va.—Deem Farm Oil Co. incorporated with \$10,000 capital stock by J. M. Dare, W. G. Reed, E. F. Dankenspeck of Parkersburg, W. Va., and others.

Nacogdoches, Texas.—Nacogdoches Oil Mill Co. incorporated with \$40,000 capital stock by W. U. Perkins, John Schmidt, E. A. Blount and others.

Nowata, Okla.—Nowata Oil Co. incorporated with \$10,000 capital stock by C. F. Moore, H. L. Foster and W. D. Humphrey.

Shreveport, La.—Vivian Oil Co. incorporated with \$100,000 capital stock; B. G. Dawes, president and treasurer, Marietta, Ohio; H. E. Lehman, vice-president; C. W. Lemon, secretary, both of Shreveport.

Texarkana, Texas.—Company incorporated with Will Barker, president; Louis Loeb, secretary and treasurer, both of Columbia, Tenn.; A. Maxville, Texarkana, manager; has purchased 200 acres of land near Texarkana and will develop for gas and oil.

Wheeling, W. Va.—National Transit Co. (pipe line department of Standard Oil Co., 26 Broadway, New York) will build pump station for handling oil produced in new field; storage tanks, some of 35,000-barrel capacity, will be constructed, and pipe line being constructed across the river to new field will be completed.

ICE AND COLD-STORAGE PLANTS

Baltimore, Md.—Ludwig Sellmayer, 907 North 3d street E., awarded contract to Jacob Peters, 33 Vansant Building, Baltimore, for erection of store and cold-storage plant at Canton avenue and 3d street; 43x58 feet; two stories; buff-brick front and sides; cost \$13,000. (See "Miscellaneous Structures" and "Machinery Wanted.")

Bonham, Texas.—R. E. Medford & Co., R. E. Medford, president, will erect and equip ice plant; will construct building (mill construction) to cost \$50,000 and install machinery at cost of \$150,000; bids on machinery to be received until January 1, 1909. (See "Machinery Wanted.")

Cameron, Texas.—Cameron Water, Power & Light Co. has awarded contract for erection of cold-storage plant. J. H. Bessonnet will be in charge.

Decatur, Ala.—Decatur Ice & Coal Co. has let contract to Frick Company of Waynesboro, Pa., to install machinery for additional 25-ton ice machine; to be ready for operation by March next; company will expend \$20,000 in improvements, and will double ice-producing capacity; T. W. Jenkins, secretary and manager.

El Campo, Texas.—El Campo Light, Ice &

Water Co. has increased capital stock from \$10,000 to \$20,000.

Richmond, Va.—Richmond Ice Co., recently reported incorporated, purchased and will operate plant of Richmond Cold Storage & Ice Co.; no further machinery needed; president, H. B. Hanger; vice-president, J. H. Dean; secretary-treasurer, L. B. Weisenburgh, Jr.

St. Andrews, Fla.—St. Andrews Ice & Power Co. incorporated with \$25,000 capital stock; J. H. Drummond, president; T. J. McSweeney, secretary and treasurer. (Previously mentioned.)

IRON AND STEEL PLANTS

Emberville, Tenn.—Ember Iron Co., 71 Broadway, New York city, has blown in its furnace after having been idle three months; annual capacity 50,000 tons.

Gadsden, Ala.—Rolling Mill, etc.—Birmingham capitalists are interested, it is reported, in negotiations to take over the Weller Rolling Mill & Forge Co. of Gadsden and establish bolt, nut and horseshoe factory in connection with rolling mill; expenditure planned estimated at \$30,000.

LUMBER-MANUFACTURING PLANTS

Byromville, Ga.—Planing Mill.—Byromville Manufacturing Co. will erect planing mill; ordinary construction; cost \$2000; cost of machinery \$5000; S. J. Murray, architect; probable capacity of plant 20,000 feet lumber daily. (Recently noted as Seymour Byrom.)

Delight, Ark.—Delight Lumber Co. will rebuild mill recently reported destroyed by fire; loss \$8000. New machinery will be installed.

Dickenson County, Va.—Eastern capitalists have purchased from A. C. Dowling, Sergeant, Ky., 4700 acres of coal and timber land in Dickenson county and will develop.

Doucette, Texas.—Thompson Bros. Lumber Co., recently noted to award contract to W. C. Trout, Lufkin, Texas, for rebuilding sawmill, awarded contract to Houston, Stanwood & Gamble, Cincinnati, Ohio, for boilers; capacity of new plant to average about 120,000 feet daily; planing mill, drykilns and shed will be enlarged, and entire equipment to be in keeping with new mill capacity.

Evant, Texas.—Katy Lumber Co. incorporated with \$40,000 capital stock by W. O. Evans, G. H. Motley and Hayne Nelms.

Guyandotte, W. Va.—Guyandotte Boom Co. incorporated with \$30,000 capital stock by Mary Burks, C. W. Campbell, Huntington, W. Va., and others to construct lumber boom near mouth of Guyandotte river.

Hardinsburg, Ky.—Breckenridge Tie Co. incorporated with \$6000 capital stock by Morris H. Beard, Hardinsburg, John A. Cook, Custer, Ky., and F. R. Dowell, Buras, Ky.

Huntington, W. Va.—Railroad Ties.—J. W. Johnson Company incorporated with \$50,000 capital stock by J. W. Johnson, R. E. Vickers, Paul W. Scott and others.

Jefferson City, Mo.—Lee Jordan Lumber Co. incorporated with \$20,000 capital stock by Lee Jordan, J. R. Proctor, W. S. Allee and others.

Martinsburg, W. Va.—Auburn Wagon Works has purchased several tracts of timber land on Smith river and has employed A. B. Philpott & Sons, Martinsburg, to cut and stack the lumber.

Mississippi.—McInnis Lumber Co., Hattiesburg, Miss., has, it is reported, purchased and will cut 2520 acres of pine stumpage in Mississippi.

Rochelle, La.—Tremont Lumber Co. is making improvements to plant; 52-inch gang driven direct by 20x24-inch heavy-duty rocking-valve engine, two new trimmers, edger with necessary additional transfers, live rolls, etc., will be installed; new planing mill driven by heavy-duty Corliss engine, 24x48-inch, will be built; rough and dry lumber sheds are being built to accommodate electrical trolley system to be installed, to handle lumber from drykilns to lumber sheds and planing mill.

Sedgwick, Ark.—American Hardwood Co. incorporated with \$500,000 capital stock by Kenneth McLeod, L. S. Hughentugler, H. C. Potts, Leo Miller, R. E. Westfall and others.

Spottsylvania, Va.—Thomas B. Benon will establish steam planing mill on Travelers' Rest Farm.

St. Louis, Mo.—Pascola Land & Lumber Co. incorporated with \$45,000 capital stock by William K. Patrick, Charles L. La Mothe and others.

MINING

Bartow County, Ga.—Bauxite and Iron.—A. D. Greenfield and Joseph Loewus, 413

Peters Building, Atlanta, Ga., have purchased 1500 acres of Bartow county lands containing iron and bauxite; will begin mining iron in a few weeks, and have been negotiating with Eastern capitalists to mine bauxite and erect a large plant at Atlanta for manufacturing alum and other bauxite products. (See "Miscellaneous Manufacturing Plants.")

Carter's Valley (not a postoffice), Va.—Zinc.—Carter's Valley Zinc Co., Joseph Bowman, president, recently reported incorporated, will establish complete concentrating plant; capacity, 50 tons per 10 hours; machinery to be installed by January, 1909; F. M. Bowman, secretary and treasurer, R. F. D., Bloomingdale, Tenn. (See "Machinery Wanted.")

Chalybeate, Ga.—Iron Ore.—Chalybeate Springs Iron Ore Co. is proceeding with development of its properties, initial output of new plant being 200 tons; J. L. Manring, general manager, Middlesboro, Ky.

Chalybeate, Ga.—Iron Ore.—Chalybeate Springs Iron Ore Co., recently noted, will erect mining-houses at cost of \$300 each; will install steam drill and later steam shovel, washers, etc.; capacity of plant, 250 to 350 tons per day; J. L. Manring, Middlesboro, Ky., general manager.

Hot Springs, Ark.—Housley Mining Co. incorporated with \$100,000 capital stock; E. T. Housley, president.

Jonesboro, Tenn.—Slate.—W. F. Payne, 1315 West Chestnut street, Louisville, Ky., will install plant and establish slate quarries at Jonesboro.

Liberty, Texas.—Sulphur.—Liberty Sulphur Co. incorporated with capital stock of \$2,000,000 by John W. Harrison, Third National Bank Building; William Einstein, George K. Hoblitzell, F. W. Ireland, R. P. Williams, all of St. Louis, Mo., and W. S. McCrea, Chicago, Ill. This company, proposed by Messrs. Harrison and Einstein, reported in May as having begun development of sulphur deposits in Liberty county; plan then was to drill, melt sulphur under ground by superheated steam and pump it to surface. Address Mr. Harrison.

Milam County, Texas.—Gravel.—W. S. Hipp and J. H. Muldrow, Houston, Texas, have purchased tract of land in Milam county and will develop gravel deposits; will construct three miles of track from Santa Fe lines to the lands; probable daily output, 50 cars.

Oklahoma City, Okla.—Marble and Granite.—Oklahoma City Marble & Granite Co. incorporated with \$10,000 capital stock by C. L. West, Laura B. West, both of Oklahoma City, and J. R. Creath, Dayton, N. M. (Recently mentioned.)

Putnam County, Tenn.—Phosphate.—Georgia & Tennessee Phosphate Co. has purchased more than 10,000 acres of land in Putnam county containing deposits of phosphate rock and will develop; 75-horse-power engine will be installed to operate air compressor, by which drills will be operated; incline is being built from power plant to mouth of opening driven into side of deep ravine by E. D. Stone of Atlanta, Ga., who is in charge of the work; commissary and office building is being erected; water will be supplied by hydraulic ram fed from a stream half-way up the incline.

Puxico, Mo.—Iron Ore.—Puxico Mining Co., organized by T. J. St. Louis of Puxico and Otto Riesenweber of Menasha, Wis., has acquired 40 acres of land containing iron ore deposits and are installing crushing and washing plant of 150 tons daily capacity; spur track is being constructed.

Waco, Texas.—Waco Quarry Co. incorporated by J. W. Gooch, J. F. Wells and A. L. Gooch.

Webb City, Mo.—Lead and Zinc.—Gold Dust Mining Co. incorporated with \$15,000 capital stock by John C. Hall, A. L. Calkins and others.

White Sulphur Springs, Ga.—Gold.—L. W. Campbell, care of Arlington Hotel, Gainesville, Ga., has commenced operations at Currahee mine, recently reported purchased from C. A. Lilly.

MISCELLANEOUS CONSTRUCTION WORK

Alexandria, La.—Levee.—Red River, Atchafalaya and Bayou Boeuf Levee Board awarded contract to E. T. Constant, Bunkie, La., for raising and enlarging levee from Egg Bend to Choctaw bayou and from Choctaw to Moncla, comprising 14 miles of levee; 165,000 cubic yards at 12.7 cents per yard and 111,000 yards at 17.23 cents per yard.

Angleton, Texas.—Drainage.—John B. Arplin, Grand Rapids, Wis., has received contract at 12.84 cents per cubic yard for ditching in Angleton Drainage District, compris-

ing about 55,000 acres; contract calls for construction of 31 canals, drains and ditches from 4 to 12 feet wide at base, 4 to 5 feet deep; total excavation about 653,238 cubic yards of earth; \$130,000 of bonds have been voted; J. L. Chambers, engineer in charge. (Mr. Arplin recently mentioned as lowest bidder.)

Freeling, Va.—Dam.—Yellow Poplar Lumber Co., Coal Grove, Ohio, will construct concrete dam across Big Sandy river near Freeling.

Front Royal, Va.—Dam.—Mathews-Curtis Company, Front Royal, has received contract for constructing concrete dam across Shenandoah river; estimated cost \$8000. (Previously mentioned.)

Gulfport, Miss.—Fireproof Vault.—Harrison County Supervisors will erect fireproof vault for Chancery Clerk's office; plans and specifications are invited, to be opened on September 7; F. S. Hewes, clerk. (See "Machinery Wanted.")

Jonesboro, Ark.—Drainage.—Drainage Committee of Craighead, Polk and Mississippi counties (composed of C. B. Gregg, W. T. Lane and E. L. Westbrook and others) is completing plans for draining sunken lands in the three counties; surveys will begin about September 15; headquarters will be in Jonesboro.

Kansas City, Mo.—Heating Plant.—Robert W. Goodnow, secretary Board of Public Works, will receive bids until September 11 for installation of boilers and sundry heating apparatus at City Workhouse. (See "Machinery Wanted.")

Mobile, Ala.—Dredging.—Major Henry Jervey, corps of engineers, U. S. Army, has recommended that contract at 11½ cents per cubic yard be awarded to Southern Bowers Dredging Co., Galveston, Texas, for dredging at mouth of Pascagoula river near Mobile.

Nashville, Tenn.—Coal Pocket.—Crescent Coal Co. will construct coal pocket; estimated cost \$8500.

New Orleans, La.—Mississippi River Commission, Fourth District, 1539 Louisiana avenue, will receive proposals until September 18 for constructing 37,000 cubic yards of earthwork in Lake Borgne Levee District. (See "Machinery Wanted.")

New Orleans, La.—Levee Work.—Mississippi River Commission, Fourth District, 1539 Louisiana avenue, will award contract September 18 for constructing about 167,000 cubic yards of levee in Ponchartrain levee district; Harry Burgess, Captain, Engineers. (See "Machinery Wanted.")

Norfolk, Va.—Steel Pier, Coal Pier.—Virginian Railway, H. Fernstrom, chief engineer, has awarded contract to Richardson & Blumgardt, Norfolk, for decking and other timber work on Sewell's Point coal pier, previously reported; contractors will require about 350,000 feet of lumber, air tools, cast and wrought-iron bolts, washers, etc.; McLean Contracting Co., Maryland Trust Building, Baltimore, Md., lately mentioned as contractor for substructure of this steel pier, and McClintic-Marshall Construction Co. of Pittsburg, Pa., as contractor for superstructure. Richardson & Blumgardt want bids on their materials. (See "Machinery Wanted.")

Orange, Texas.—Irrigation.—Young Investment Co., Oklahoma City, Okla., will irrigate 10,000 acres of land in Orange county, converting marsh into rice farm; Jack Noguessa, Orange, civil engineer, has contract for surveying land.

Texarkana, Ark.—Septic Tank.—City contemplates installing system of septic tanks to dispose of sewage; E. A. Kingsley, City Engineer. Address The Mayor.

Waco, Texas.—Levee.—City Secretary Dickey is preparing data relative to improvement of East Waco levee. (City recently noted issuing \$10,000 bonds for levee improvements.)

Washington, D. C.—Brick Wall, etc.—Quartermaster, U. S. Marine Corps, will open bids September 16 for concrete walks, drains, brick wall, etc. (See "Machinery Wanted.")

West Memphis, Ark.—Postoffice Memphis, Tenn.—Levee.—W. B. Miller, president St. Francis Levee District Commissioners, will receive bids until September 16 for construction of approximately 1,135,000 cubic yards of levee work and approximately 335,000 cubic yards enlargement work. (See "Machinery Wanted.")

MISCELLANEOUS ENTERPRISES

Algoa, Texas.—Fruit Orchards, etc.—Gulf Coast Development Co., R. H. Bushway, president, recently reported incorporated, will deliver magnolia fig and satsuma orange orchards ready to bear; will erect barns, boarding-houses and residences; F. L. Dana, secretary, Houston, Texas, and C. W. Min-

son, treasurer; Houston office, Moore-Burnett Building.

Baltimore, Md.—Contracting.—Monoroad Construction Co. incorporated with \$1,500,000 capital stock by Henry W. Williams of Williams, Thomas & Williams, Fidelity Building; Edwin L. Tunis, both of Baltimore, and Byron L. Burrows, New York city.

Benton, Mo.—Printing.—Scott County Printing Co. incorporated by W. H. Crannick, E. E. Burton, R. L. Buck and others.

Bristol, Va.—Tenn.—Pasteurized Milk.—Company organized by J. W. Umstad, Clinton I. Miller and G. T. Thomas and others will establish plant for pasteurizing milk.

Chattanooga, Tenn.—Automobiles.—Burke Automobile Co. incorporated with \$10,000 capital stock by Anton Pyron, Thomas W. Fritts, S. B. Elmore and others.

Crossville, Tenn.—Marble Works.—Crossville Monument & Marble Co. organized by J. T. Lewis, Paul E. Jennings and A. E. Lewis to continue establishment of J. T. Lewis; new building will be erected; 28x36 feet; one story.

El Paso, Texas.—Dairy.—J. A. Smith will, it is reported, establish \$40,000 dairy.

Excelsior Springs, Mo.—Publishing.—Christian Union Publishing Co. incorporated with \$15,000 capital stock by J. W. Hyder, A. C. Thomas, E. T. Hockaday and others.

Jacksonville, Fla.—Park Improvements.—Ponce Park Land & Development Co. incorporated with \$20,000 capital stock by Elizabeth Hasty, Charles T. Massey and George B. Massey to develop Ponce Park.

Lewistown, W. Va.—Town Development.—Rupert Land & Improvement Co. incorporated with \$50,000 capital stock by D. C. T. Davis, Jr., Mason Matthews, C. T. Matthews and others to lay out town, operate public utilities, operate mines, etc.

Louisville, Ky.—Automobiles.—Miles Auto Co. incorporated with \$10,000 capital stock by William H. Curtis, Sr., Leon L. Miller and Ada B. Harris.

Lynchburg, Va.—Contracting.—Carolina Southern Construction Co. incorporated with \$150,000 capital stock; Ernest Williams, president and treasurer; Joseph A. Ford, secretary.

Memphis, Tenn.—Packet Line.—Planters & Merchants' Packet Co. incorporated with \$25,000 by C. A. Stockley, J. F. Liddon, R. H. Gollightly and others to establish packet line between Memphis and Ashport, Tenn.

Mercedes, Texas.—Water.—Mercedes Water Co. incorporated with \$10,000 capital stock by S. Chaplin, James H. Johnson, George B. Freeman and others.

Mobile, Ala.—Land Improvement.—New Home Realty Co. incorporated with \$500 capital stock by T. J. Smith, Florence A. Smith and Charles H. Brandt.

New Orleans, La.—Contracting.—Crescent Carriage Co. incorporated with \$10,000 capital stock by Arthur Dunn, Sr., Albert J. Lehn and R. W. Klordan.

Norfolk, Va.—Naval Stores.—Norfolk Naval Stores Co. incorporated with \$150,000 capital stock by W. G. Davis, R. E. Jordan, both of Norfolk, and John T. Denny, Cromartie, S. C.

Petersburg, Va.—Fuel.—Southern Fuel Co. incorporated with \$10,000 capital stock; T. V. Green, president and treasurer; James C. Hoy, secretary and general manager.

Portsmouth, Va.—Building Materials.—Virginia Steel & Iron Specialty Co., W. H. Dempsey, engineer, 422 County street, will deal in structural iron and steel and various other building materials; is now prepared to correspond with manufacturers. (See "Machinery Wanted.")

Roanoke, Va.—Steam Laundry.—Cosmopolitan Company incorporated with \$5000 capital stock; H. C. Johnson, president; H. J. Swann, secretary.

Somerset County, Md.—Land Development.—Northern capitalists have purchased from F. H. Dryden & Co., Pocomoke City, Md., land in Somerset county and will divide into small farms of about 60 acres, erect house and barn, drill well on each and sell; also propose to establish canneries, creameries and box factory.

St. Louis, Mo.—Wrecking and Building.—Chicago Wrecking & Supply Co. incorporated with \$20,000 capital stock by Herman Cohen, Selig Schwartz and Cora Bennett.

St. Petersburg, Fla.—Steam Laundry.—St. Petersburg Steam Laundry Co. will expend \$4000 for installation of new machinery, including 100 horse-power boiler, mangle, washer, extractor, collar and cuff dampener, collar and cuff starcher and shirt starcher.

Suffolk, Va.—Publishing.—Lewis G. Brothers Company incorporated with \$15,000 capital stock; F. W. Lloyd, president; Lewis G. Brothers, secretary and treasurer.

St. Louis, Mo.—Construction.—Westmoreland Construction Co. incorporated by Robert Weist, William J. Fery and William Lamb.

Washington, D. C.—Land Improvement.—Lincoln Land & Improvement Co. incorporated with \$200,000 capital stock; T. J. Fulmer, president; J. Henry Brown, vice-president; J. G. Dudley, secretary and treasurer, 1769 T street N. W.

MISCELLANEOUS MANUFACTURING PLANTS

Atlanta, Ga.—Cotton-stalk Paper.—Southern Cotton-stalk Pulp & Paper Co. plans to establish a number of mills in the cotton belt for manufacturing pulp and paper from Cotton stalks; will use process invented by W. H. Croll, previously reported as promoting this enterprise. Company's officers are W. E. McMillan, president; W. N. Shute, vice-president; Hutson Lee, secretary-treasurer; offices in Candler Building; company is capitalized at \$500,000, and W. H. Croll is one of the directors.

Atlanta, Ga.—Bauxite Bi-products.—A. D. Greenfield and Joseph Loewus, 413 Peters Building, are negotiating with Eastern capitalists for development of bauxite deposits in Bartow county and erection of large plant at Atlanta to manufacture alum and other bi-products of bauxite; contract is expected to be closed within 10 days and the plant to be built soon.

Baltimore, Md.—Airships.—Charles J. Strobel, Toledo, Ohio, contemplates establishment of balloon and airship manufactory in Baltimore.

Beaumont, Texas.—Rice Mill.—Jefferson County Rice Land & Milling Co. organized with \$100,000 capital stock; E. Rockhill, Nederland, Texas, manager; to take over properties of Nederland Rice Milling Co.; awarded contract to Philip Rahm, New Orleans, La., for installation of new machinery, repairs and remodeling of plant; elevators for handling rice in bulk will be operated by steam power; Corliss engine will be installed.

Biloxi, Miss.—Fertilizer, Soap, etc.—Great Southern Chemical Works contemplates establishment of fertilizer, glue and soap works; location not decided. Geo. C. W. Wartenberg, Biloxi (formerly of Beaumont, Texas), is interested. (Mentioned in July under Mobile.)

Cameron, Texas.—Drugs.—National Drug Co. incorporated with \$5000 capital stock by Chas. H. Breuer, Anna Hulla and Anna Kaspar.

Chattanooga, Tenn.—Garage, etc.—Burk Auto Co., 12th and Chestnut streets, incorporated with \$10,000 capital stock by Anton Pyron, W. H. Burk and others; Mr. Burk to be president; will establish garage and general sales, rental and repair automobile business.

Chattanooga, Tenn.—Candy.—Trigg Candy Co., W. E. Brock, president, will increase capital stock from \$100,000 to \$200,000; is having plans prepared for addition to present factory and warehouse; brick building; 65x150 feet; three or four stories; composition roof; will also erect boiler-house.

Chattanooga, Tenn.—Paints.—Lookout Paint Co., care of Coleman & Frierson, James Building, will be incorporated with \$100,000 capital stock by S. M. Watkins, John B. Henderson, John H. Stewart, H. W. Grant and Eli Meyers; will take over and operate plant of Tri-Metallic Paint Co. at Alton Park (suburb); will manufacture dry and mixed paints.

Columbia, S. C.—Fertilizer.—Palmetto Fertilizer Co. incorporated with \$50,000 capital stock by Iredell Jones, Willie Jones, J. L. Minnaugh and others.

Dallas, Texas.—Compressed Air.—Dallas Heating & Power Co. incorporated with \$100,000 capital stock by J. F. House, I. J. Willingham, J. W. Crisler and others to supply public with heat with compressed air used in connection with patented crude-oil burner.

Evergreen, La.—Brooms.—J. H. & S. B. Marshall will establish broom factory.

Fayetteville, Ark.—Telephone Hangers.—Oxford Telephone Hanger Co., C. E. Oxford, president, recently noted incorporated to manufacture telephone hangers, is endeavoring to arrange for manufacture of cabinets and accessories; if unsuccessful in making satisfactory arrangements with manufacturers, etc., company will establish plant and make complete telephones.

Fordyce, Ark.—Drugs.—Palace Drug Co. incorporated with \$10,000 capital stock by J. F. Gill, Garland Hyatt, J. A. Talbot and L. E. Purdy.

Fredericksburg, Va.—Creamery.—Benj. L. Purcell is promoting establishment of creamery.

Ghent, Ky.—Shotwell Manufacturing Co. incorporated with \$5000 capital stock by Curtis Montgomery, J. W. Lancaster, C. P. Scott and E. S. Scott, Jr.

Hammond, La.—Sugar Refinery.—A. Monteleone and Thomas J. Kelly of New Orleans, La., are, it is reported, planning organization of company to build \$150,000 sugar refinery at Hammond.

Hot Springs, Ark.—Drugs.—Colonial Drug Co. incorporated with \$25,000 capital stock by M. A. Eisele, Garrett Eisele, Charles Weaver and Fannie Eisele.

Houston, Texas.—Candy.—Wagaman Candy Co. incorporated by H. W. Long, A. E. Wagaman and T. M. Kennerly; will construct factory building.

Jacksonville, Fla.—Distillery.—W. M. King and J. A. Couch, Greensboro, N. C., contemplate establishment of distillery in Jacksonville.

Kansas City, Mo.—Gas Burners.—Perfection Natural Gas Burner Co. incorporated with \$10,000 capital stock by H. B. McCreary, Fred K. Jenny and E. Wright Taylor.

Knoxville, Tenn.—Tobacco.—Roy Scott Tobacco Co. incorporated with \$50,000 capital stock by Roy Scott, W. W. Willis, J. S. Monday and others.

Knoxville, Tenn.—Clothing.—Claborn, Tate & Cowan will remove to new building, permitting increase of their manufacturing plant.

Little Rock, Ark.—Rice Mill.—R. W. Polk is promoting organization of company to establish \$50,000 rice mill.

Memphis, Tenn.—Jewelry.—Mulford Jewelry Co. incorporated with \$40,000 capital stock by J. N. Mulford, William Yahnke, H. W. Liggett and others.

Miami, Fla.—Sugar.—Everglade Sugar & Land Co. incorporated with \$1,000,000 capital stock; J. R. McKinnle, president; R. P. Davis, vice-president and general manager, both of Colorado Springs, Col.; E. C. Shearer, secretary and treasurer, Miami; to reclaim and drain 30,000 acres of land in Dade county for sugar cultivation; \$500,000 sugar mill will be erected. (Mentioned in July.)

Morgantown, W. Va.—Drugs and Chemicals.—Morgantown Drug & Chemical Co. incorporated with \$15,000 capital stock by Walter H. Meyers, Thomas J. Corsey, J. F. Grant and others.

Newbern, N. C.—Liniment.—Rubright Liniment Co., 15 Broad street, recently reported incorporated, elected Jas. N. Waters president, J. J. Tolson secretary and Jos. Gaskill treasurer. (See "Machinery Wanted.")

New Orleans, La.—Vending Machines.—Vending Showcase Co., Rome, Ga., contemplates establishment of factory in New Orleans to manufacture vending machines.

New Orleans, La.—Sugar.—Russell Sugar Co. incorporated with C. H. Russell, A. B. Brelove and W. T. Russell.

New Orleans, La.—Boats.—St. Tammany Shipyard incorporated with \$10,000 capital stock by F. Jancke, E. Jancke, Paul Jancke and Walter Jancke.

New Orleans, La.—Wall Board, etc.—Mastic Wall Board & Roofing Manufacturing Co. incorporated with \$10,000 capital stock; Wm. M. Bancroft, president; Henry A. Mullaly, vice-president; Edward Ross, secretary and treasurer; will equip with machinery to manufacture substitute for plaster; capacity 50,000 feet daily.

Newport, Tenn.—Bottling.—Newport Bottling Works incorporated by J. F. Woodward, F. W. Parrott, Frank Richardson and others.

Norfolk, Va.—Fertilizer.—Kanona Company, J. R. Chamberlain, Raleigh, N. C., president, recently reported incorporated, has purchased 35 acres of land on south branch of Elizabeth river for \$28,000; plans for buildings and operation not yet determined; architect and engineer not selected; capital stock is \$100,000; Geo. K. McMullan, secretary, Norfolk.

Plano, Texas.—Sheller.—Plano Sheller Co. incorporated by M. J. Kaufman, H. B. Carlisle, J. W. Shepard and R. Manly Carlisle.

Richwood, W. Va.—Leather.—Wm. F. Mosser Company is preparing to erect tannery with 1200 vats; contract for 2,000,000 feet of lumber for construction work awarded to Cherry River Boom & Lumber Co., Scranton, Pa.

Roslyn, Va.—Corsets.—"Kant Press" Korset Knap & Korset Co. incorporated with \$200,000 capital stock; William F. Small, president, 902 F street N. W.; Clara H. Cunningham, secretary and treasurer, 717 11th street N. W.; Robert Watson, manager, 918

F street N. W., all of Washington, D. C.; William M. Rankin, vice-president, Richmond, Va.

Sanford, Fla.—Fertilizer.—Sanford Fertilizer Manufacturing Co. incorporated with \$50,000 capital stock; T. H. Barlow, president; W. D. Holden, vice-president; Andrew Johnson, secretary and treasurer.

St. Louis, Mo.—S. Herman Manufacturing Co. incorporated with \$15,000 capital stock by Gustav Michaels, Adolph Michaels and Charles Spiegehal.

St. Louis, Mo.—Patterns.—Nyroth & Reeder Pattern Co. incorporated with \$4000 capital stock by E. R. Nyroth, Charles Reeder and L. M. Nyroth.

St. Louis, Mo.—Hats.—Knox Hat Co. incorporated with \$10,000 capital stock by E. M. Knox, Charles Steinberg, Charles G. Bittle and others.

Tampa, Fla.—Fertilizer.—Tampa Fertilizer Co., W. B. Chisolm (of Charleston, S. C.), president, awarded contract to Aulick & Deratt, Tampa, for erection of fertilizer factory; "L" shaped; 380x50 feet; timbers covered with rubberoid roofing; cost of building \$12,000; Atlantic Coast Line will construct private spur to property. (This is the plant recently noted to be established by Gernofert Manufacturing Co., Charleston, S. C.)

Tampa, Fla.—Cigars.—Guerra, Diaz & Co. awarded contract to McGucken & Dekle, Tampa, for erection of factory building, recently mentioned; plans by Miller & Kennard, Tampa.

Temple, Texas.—Brooms.—W. H. Hill, Bartlett, Texas, is interested in establishment of broom factory at Temple.

Villa Rica, Ga.—Fertilizers.—Villa Rica Oil Mills will rebuild fertilizer factory burned some time ago.

Wellsburg, W. Va.—Invalid Beds.—Sterling Invalid Bed Co. incorporated with \$15,000 capital stock by George M. West, W. B. Sterling, R. K. Cox and others.

Winston-Salem, N. C.—Beverage.—C. A. Humphrey, Goldsboro, N. C., proposes establishment of plant in Winston-Salem for the manufacture of temperance beverage.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Fort Worth, Texas.—Missouri, Kansas & Texas Railroad Co. is proceeding with its terminal improvements previously announced; is rapidly filling five acres of land, laying tracks and constructing buildings; all improvements to be completed in September; probably \$250,000 is being expended, and the new buildings include a roundhouse with accompanying buildings, cluder pit built of cement and having capacity of six flat cars, etc.; W. G. Koch, district superintendent, Denison, Texas, in charge of these betterments.

Jacksonville, Fla.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will expend \$25,000 in improvements to Hogan-street yards at Jacksonville.

Montgomery, Ala.—Atlantic Coast Line Railway, E. B. Pleasants, chief engineer, Wilmington, N. C., will, it is reported, erect roundhouse at Montgomery.

Norfolk, Va.—Docks.—Norfolk & Western Railway Co., C. S. Churchill, chief engineer, Roanoke, Va., has awarded contract for dredging around coal piers and export docks of company at Lambert's Point to a depth of 11 feet at low tide.

Wagoner, Okla.—Missouri, Kansas & Texas Railway, S. B. Fisher, chief engineer, St. Louis, Mo., will, it is reported, erect 24-stall roundhouse and machine shops 300x120 feet at Wagoner.

ROAD AND STREET IMPROVEMENTS

Anniston, Ala.—City awarded contract for constructing 48 blocks sidewalk at 87½ cents per yard to J. S. Conniff & Co., Anniston.

Anniston, Ala.—City will award contract September 10 for paving with bitulithic or concrete Noble, 10th, 11th and other streets; amount of paving about 15,750 yards; E. P. Cooper, Mayor pro tem. (See "Machinery Wanted.")

Austin, Texas.—Boyce & Iredell, Austin; John W. Maxey, Houston, Texas; Kirkpatrick & Blanton, Jackson, Miss., and John Andrewartha, Austin, are preparing plans and specifications for road improvements in Travis county. (Travis county recently noted as issuing \$150,000 bonds for road improvements.)

Baltimore, Md.—City awarded contract at \$29,000 to Filbert Paving & Construction Co., 13 Builders' Exchange Building, Baltimore, for paving North avenue between Washing-

ton and Gay streets with sheet asphalt. (City lately mentioned as receiving bids.)

Baltimore, Md.—Board of Awards, J. Barry Mahool, president, City Hall, will receive bids until September 9 for grading and paving Granada and Springdale avenues. Commissioners for Opening Streets lately mentioned as preparing plans. (See "Machinery Wanted.")

Baltimore, Md.—Board of Awards awarded contract to Patrick Reddington, 321 St. Paul street, Baltimore, for paving Washington street or Carswell avenue, between Harford road and Taylor street, with vitrified brick at \$16,71.30; for paving Rose street from Monument to McElderry streets, \$3,227.73; Curley street from Baltimore street to Fairmount avenue, \$2,470.86; Lakewood avenue from Monument to Madison streets, \$4,175.63.

Baltimore, Md.—Board of Awards closed contract with Patrick Flanagan & Sons, northwest corner Calvert and Lexington streets, Baltimore, for paving Oakfield avenue, Forest Park, with tarred macadam at \$7377.

Brownwood, Texas.—City contemplates voting on issuance of \$25,000 bonds for road and street improvement. Address The Mayor.

Cameron, Texas.—County Commissioners will vote on issuance of \$40,000 bonds for road improvements. Address County Commissioners.

Canton, N. C.—Town will open bids September 20 for grading, macadamizing and constructing concrete walks. Address J. W. Scott, Town Clerk. (See "Machinery Wanted.")

Chattanooga, Tenn.—H. F. Van Dusen, chairman Board of Public Works, will receive bids until September 1 for paving with vitrified brick Rossville avenue from Main street to East End avenue. (See "Machinery Wanted.")

Chattanooga, Tenn.—City will construct road through Jackson Park; bids will be opened September 12; S. B. Cook, chairman Board Park Commissioners. (See "Machinery Wanted.")

Columbus, Ga.—Georgia Paving & Construction Co. of Columbus has contract to construct cement sidewalks on Broad street amounting to about 2500 square yards. (Recently mentioned.)

Decatur, Ala.—City awarded contract to Hale Paving Co., Somerville, Ga., for construction of sidewalks; contractor contemplates establishing headquarters in New Decatur. (Previously mentioned.)

Denton, Md.—J. C. Bowerman, secretary State Roads Commission, Union Trust Building, Baltimore, Md., will receive bids until September 16 for constructing State highway about 1800 feet along Denton-Greensboro road. (See "Machinery Wanted.")

Ellicott City, Md.—City will pave with Belgian blocks triangular plot of ground at Main street and Columbia avenue and lower Main street from Tiber street to covered bridge over Patapsco river. Address The Mayor.

Fayetteville, N. C.—City's contract for street paving to amount of \$80,000, recently noted awarded to Atlantic Bitulithic Co., Mutual Building, Richmond, Va., calls for construction of 30,000 square yards bitulithic pavement on concrete foundation; contract is for complete work, and all necessary material and supplies will be purchased and furnished by contractor; City Engineer, John K. Strange. (Recently given address of Atlantic Bitulithic Co. incorrect.)

Federalburg, Md.—J. C. Bowerman, secretary State Roads Commission, Union Trust Building, Baltimore, will receive proposals until September 16 for building 5500 feet on Lewis Trice road between American Corners and Federalburg. (See "Machinery Wanted.")

Fort Barrancas, Fla.—H. Monk was lowest bidder at \$17,420 for construction of roads at Fort Barrancas; bids for cement sidewalks were rejected. (Lately mentioned.)

Hobart, Okla.—Quinlan-Warner Paving Co. (probably of Hobart) has contract to pave streets with asphalt.

Humboldt, Tenn.—City is completing arrangements for improvement of streets, for which \$30,000 of bonds have been voted and sold. Address The Mayor.

Keystone, W. Va.—City awarded contract to J. D. Shott, Bluefield, W. Va., for construction of sidewalks and sewers; cost \$12,000; work to commence as soon as bonds are placed; engineer in charge, George H. Hill, Bluefield, W. Va.; bond issue recently voted.

Lonaconing, Md.—City decided to pave East Main street with brick supplied by Hammond Fire Brick Co., Fairmont, W. Va. Address The Mayor.

Memphis, Tenn.—H. P. Streicher, Toledo, Ohio, is lowest bidder at \$136,350 for paving Madison avenue; 40,000 yards grading; 65,000 yards concrete foundation and asphalt top; J. H. Weatherford, City Engineer. (Street improvements recently noted.)

Mexico, Mo.—City awarded contract at \$1.40 per square yard to D. C. Owens, Mexico, for construction of 25,103 square yards brick pavement, and to same company at 34 cents foot for 14,321 feet of concrete curb; L. L. Winans, City Engineer.

Oxford, Miss.—City will not, at present, issue bonds recently noted to be voted for August 28; may issue bonds later; R. S. Adams, Mayor.

Ozark, Mo.—City awarded contract to J. A. Kerr of Ozark to construct 1236.76 feet of curbing and guttering around Courthouse Square; D. F. Burgess, Mayor; Z. Acuff, City Clerk.

Richmond, Va.—P. St. J. Wilson, State Highway Commissioner, awarded contracts for road improvements; six and one-half miles in Russell county, at cost of \$5134 per mile, to Luck Construction Co., Roanoke, Va.; two and one-half miles in Smyth county, cost \$2919 per mile, Sanders & Fry, Seven-Mile Ford, Va.; two and one-half miles in Campbell county, cost \$4500 per mile, John W. Gills, Lynchburg, Va.

Winston-Salem, N. C.—City will probably award contract to Atlantic Bitulithic Co., Mutual Building, Richmond, Va., for paving West 4th street; estimated cost \$15,000. Address The Mayor. (Previously reported.)

SEWER CONSTRUCTION

Alva, Okla.—City contemplates construction of \$40,000 sewer system. Address The Mayor.

Dayton, Station Newport, Ky.—City awarded contract at \$35,427 to Douglass Plumbing & Heating Co., Cincinnati, Ohio, for construction of trunk sewers along Vine, Main and McKinney streets; Geo. W. Lindsey, Dayton, engineer in charge. (City lately reported as contemplating inviting new bids, first bids exceeding amount of city's indebtedness.)

Ellicott City, Md.—City will construct concrete sewer on Main street. Address The Mayor.

Enid, Okla.—City contemplates issuing \$300,000 of bonds for extending sewer and water systems. Address The Mayor.

Jackson, Miss.—City will construct extension to sewer system; estimated cost \$35,000. Address The Mayor. (City recently noted as issuing \$196,000 bonds for improving water-works, extending sewer system, streets and sidewalks.)

Keystone, W. Va.—City has awarded contract for installing sewers to J. D. Shott, Bluefield, W. Va.; Geo. H. Hill, engineer, Bluefield, W. Va., in charge of work. (See "Road and Street Improvements.")

McAlester, Okla.—City will vote September 28 on \$156,000 of bonds for sewer construction recently noted; J. M. Gannaway, City Clerk. (Action lately reported "rescinded" was merely deferred.)

Newport, Ark.—Lund & Hill, Little Rock, Ark., engineers, recently noted appointed to design and supervise construction of sewer system, expect to have plans ready about September 25; system to cost from \$40,000 to \$50,000; Alcorn Ferguson, chairman Board of Improvement, District No. 1.

Pauls Valley, Okla.—L. W. Wettermark, City Clerk, opened bids August 27 for construction of sanitary-sewer system. (See "Machinery Wanted.")

Selma, Ala.—City will construct sanitary sewer in North Selma. Address The Mayor.

St. Augustine, Fla.—J. C. Libby of St. Augustine has contract to construct 1850 feet of sewer main on San Marco avenue and Locust street. Antonio Capo, Charles Segul, Roy Rainey and others are interested.

Tulsa, Okla.—City voted issuance of \$30,000 bonds for extension of storm and sanitary sewers. Address The Mayor. (Previously mentioned.)

Vernon, Texas.—City will vote September 10 on issuance of bonds for sewer system, water-works, erection of city hall and school building; amount for sewer system \$10,000; L. P. Bonner, Mayor.

Vicksburg, Miss.—City postponed date of opening bids for construction of house-sewer system lately mentioned from September 7 to September 14; about 30 miles of 27-inch to 8-inch pipe; W. G. Kirkpatrick, consulting engineer, Jackson, Miss.; H. J. Trowbridge, City Clerk. (See "Machinery Wanted.")

TELEPHONE SYSTEMS

Canadian, Texas.—Canadian Long Distance Telephone Co. incorporated with \$10,000 cap-

ital stock by A. M. Newman, H. E. Hoover and O. R. Newman.

Celina, Tenn.—Home Telephone Co. incorporated by E. Kirkpatrick, W. F. Brown, H. H. Shyle, C. R. Wills and W. H. Kirkpatrick.

Eubank, Ky.—Eubank & Bethelridge Telephone Co. incorporated by T. J. Acton, Rebecca V. Acton, Silas Wesley and others.

Leesburg, Va.—City will receive bids until September 11 for telephone franchise; W. E. Garrett, Mayor.

TEXTILE MILLS

Edgefield, S. C.—Sheetings, etc.—Edgefield Manufacturing Co. will increase capital stock by \$150,000 and enlarge plant, probably doubling present equipment of 5000 spindles, 325 looms, etc.

Gastonia, N. C.—Print Cloth.—Loray Mills awarded contract to Western Electric Co. of Chicago, Ill., for electrical equipment to drive textile machinery; equipment to include motors and accompanying apparatus for 3000 horse-power; cost reported to be about \$65,000; Loray company operates 57,800 spindles, 1680 looms, etc.

Gaylesville, Ala.—Cotton Yarns.—Gaylesville Cotton Mills, referred to lately, will probably install from 4000 to 5000 spindles for yarn manufacture; capital stock is \$100,000. Bids for construction will be invited when plans are ready; E. J. Chestnut, secretary.

Pensacola, Fla.—Cotton Goods.—Oscar Davis of Columbus, Ga., is understood to represent the Georgia manufacturers referred to recently as proposing to build cotton mill at Pensacola.

Reedy River Factory, S. C.—Cotton Goods. Reedy River Manufacturing Co. will at once repair mill damaged by flood; loss estimated at about \$15,000 and is mainly caused by submerging, which requires immediate drying out; flume (263 feet) was washed away and machine shop was slightly damaged.

Roanoke Rapids, N. C.—Cotton Cloth.—Roanoke Mills Co. will, it is rumored, add 8000 spindles.

Rock Hill, S. C.—Denims.—Hamilton Carhart Cotton Mills will, it is reported, double plant; now has 7488 spindles, 204 looms, etc.

Ruston, La.—Cotton Goods.—Proposed to form company to build cotton mill. H. W. Ragan, Mayor, can be addressed. (See "Machinery Wanted.")

Waycross, Ga.—Board of Trade is promoting organization of company to build cotton mill.

WATER-WORKS

Austin, Texas.—George L. Hume, president Water, Light and Power Commission, will receive bids until September 19 for furnishing material and constructing reinforced-concrete pumping station; previously mentioned. (See "Machinery Wanted.")

Barboursville, Ky.—Barboursville Water-Works Co., mentioned recently, organized with \$25,000 capital stock; will install water-works system, for which plans have been completed; Messrs. Dishman, Cole and Sampson of Barboursville and Geary and Chenuit of Lexington, Ky., are members of company.

Canton, N. C.—Town will build water-works and is to open proposals on September 20. Address J. W. Scott, Town Clerk. (See "Machinery Wanted.")

Clarksdale, Miss.—City awarded contract to Weber Company, Memphis, Tenn., for construction of concrete-steel chimney; Ball Engine Co., Erie, Pa., for 549-horse-power engine; Crocker-Wheeler Company, Ampere, N. J., for 300-kilowatt generator; contracts for covered reservoir, repairs to building and steam piping not yet awarded; Walter G. Kirkpatrick, Jackson, Miss., engineer. (Mentioned in August.)

Crockett, Texas.—County Commissioners awarded contract to Southern Structural Steel Co., San Antonio, Texas, for installation of system of water-works at courthouse and jail.

Daytona, Fla.—City voted \$50,000 water-works bonds recently mentioned; D. D. & C. M. Rogers, engineers.

Enid, Okla.—City is considering issuance of \$300,000 of bonds for extending water and sewer systems. Address The Mayor.

Greenville, Ala.—City has voted issuance of \$23,500 bonds for water-works plant. Address The Mayor.

Greenville, Ala.—City has voted issuance of \$23,000 bonds to purchase water-works. Address The Mayor.

Jackson, Miss.—Hamilton Johnson, City Engineer, has completed plans for extension of water-works plant; proposed extension will include 20 miles more of mains; 200 new fire hydrants; new boiler and new pump at

pumping station, doubling pumping capacity; estimated cost \$145,000. (City recently noted as issuing \$196,000 bonds for improving water-works, extending sewer system, streets and sidewalks.)

Knoxville, Tenn.—L. B. Davidson and B. F. George, both of Knoxville, have received contract for constructing concrete reservoir in Gray Cemetery.

Terrell, Texas.—City closed contract for a lake to supply gins, public watering tanks and for sprinkling purposes; additional piping and reservoir, pump, etc., will be installed. Address The Mayor.

Vernon, Texas.—City will vote September 10 on issuance of bonds for water-works, sewer system, erection of school building and city hall; amount for water system \$15,000; L. P. Bonner, Mayor.

WOODWORKING PLANTS

Asheville, N. C.—Coffins.—National Casket Co., W. H. Donald, local representative, will, it is reported, establish plant for manufacture of coffins and will make offer to city for old water-works plant on the Swannanoa river with view to develop electrical power.

Asheville, N. C.—Portable Houses.—Asheville Mill & Building Co. incorporated with \$100,000 capital stock by S. Montgomery Smith, C. T. Rawls, P. R. Monle and others; has leased plant of Vanderbilt Woodworking Co.; will enlarge and equip for manufacture of portable houses.

Boulevard, Va.—Barrels, Crates, etc.—George Brown, Norfolk, Va., will establish barrel, crate and veneer factory at Boulevard. Two 100-horse-power boilers, two 50-horse-power engines, sawmill, planers, veneer and stave machinery will be installed.

Bridgeport, Ala.—Woodenware.—Bridgeport Woodenware Manufacturing Co. is planning to increase capacity of plant.

Chattanooga, Tenn.—Furniture, etc.—Thatcher Manufacturing Co., recently reported incorporated, will manufacture costumers, hall trees, combination garment hangers and bedroom specialties; W. C. Thatcher, president and treasurer; K. T. Eaton, vice-president; F. E. Tyler, secretary.

Cumberland, Md.—Matches.—Northern Match Co., Nelson J. Russell, president, Rockford, Ill., contemplates establishment of match factory at Cumberland or other city.

Dallas, Texas.—Frames.—Anderson Portrait & Frame Co. incorporated with \$10,000 capital stock by C. B. Anderson, T. R. Snow and G. E. Hanle.

Kissimmee, Fla.—Barrels.—R. L. Roberts and E. A. Neimeyer will establish barrel factory and novelty works; building will be erected.

Laurel, Miss.—Furniture.—Sumrall Furniture Co. incorporated by J. L. Sumrall, J. E. Conates and others.

Lewisburg, Tenn.—Pencils.—Houston, Legget & Braden will establish cedar plant for sawing block for pencil timber.

Little Rock, Ark.—Shuttle Blocks, Spokes, etc.—Standard Block Co. incorporated with \$25,000 capital stock; Andrew Kilne, president; Chauncey M. Bugbee, vice-president; William C. C. Zaph, secretary and treasurer.

Nashville, Tenn.—Furniture.—Bradford-McKee Furniture Co. incorporated with \$24,000 capital stock by Carson Bradford, A. J. Morrissey and Arthur Rogers.

Oxford, N. C.—Furniture.—Oxford Furniture Co. will increase capital stock from \$50,000 to \$70,000 and resume manufacturing; J. F. White, president.

St. Louis, Mo.—Mill Work, Sash and Doors, etc.—Steinke Manufacturing Co., D. Steinke, president, recently reported incorporated, manufactures mill work, sash, doors, blinds and store and office fixtures; no machinery needed.

Stuart, Va.—Barrels & Staves.—J. D. Blackard Stave & Cooperage Co. incorporated with \$25,000 capital stock; M. V. Stedman, president; J. B. Beach, vice-president; E. A. Blackard, secretary and treasurer; J. D. Blackard, general manager.

Toano, Va.—Barrels.—R. B. Slater and Mr. West of Norfolk, Va., will establish barrel factory at Toano; capital stock \$100,000; capacity 500 truck barrels daily.

Williamsburg, Va.—Furniture.—York Furniture Co. incorporated with \$10,000 capital stock; O. B. Hopkins, president; J. D. Clothier, vice-president, both of Richmond, Va.; W. G. Bayliss, secretary and treasurer, Williamsburg, Va.

BURNED

Anderson, S. C.—J. L. Jackson's cotton gin- nery and grist mill; loss reported at \$6000.

Athens, Ala.—Dave Scott's cotton gin; loss about \$4000.
Caro, Texas.—Daniel & Spivey's drykln.
Dover, Tenn.—T. J. Martin's roller and grist mill; estimated loss \$5000.

Ferguson, Okla.—The Gallagher House; loss about \$5000.

Kansas City, Mo.—Hauber Cooperage Co.'s plant; loss \$40,000.

Keatchie, La.—T. G. Roquemore's lumber mill; loss about \$6000.

Little Rock, Ark.—J. H. Hamlin & Son's drykln.

Mexia, Texas.—A. C. Campbell's Spring Water Steam Laundry.

Mineral Wells, Texas.—Oaks Hotel, loss \$15,000; Stratton House, loss \$8000.

Mobile, Ala.—E. G. Hill Manufacturing Co.'s woodworking plant; loss about \$4000.

Nicholasville, Ky.—L. L. Pickett's residence; loss about \$4000.

New Orleans, La.—Buildings occupied by B. J. Wolf & Sons, trousers manufacturers; Central Glass and Mirror Works; Missouri Valley Company, distillers; Heidenshelmer, Levy & Weiss, trousers manufacturers; C. G. Jordan, engineer; People's Savings Bank; the Trust & Banking Co.; the Morgan State Bank; the Carpet Cleaning & Laying Co., and others; loss reported at between \$1,000,000 and \$1,500,000.

Norfolk, Va.—Norfolk Marine Railway Co.'s plant damaged by fire; loss reported at \$4000.

Orylsburg, Miss.—Champion Lumber Co.'s sawmill, owned by Edward Hines Lumber Co., Chicago, Ill.; loss about \$50,000.

Pine Hill, Ala.—Vredenburg Lumber Co.'s plant; loss about \$25,000.

Plaquemine, La.—Schwing Lumber & Shingle Co.'s plant; reported loss between \$45,000 and \$50,000.

Poplarville, Miss.—Champion Lumber Co.'s mill.

Thomasville, N. C.—E. W. Cates' residence; loss \$6000.

Tillery, N. C.—North Carolina Lumber Co.'s sawmill plant; estimated loss \$25,000.

DAMAGED BY FLOOD

Abbeville, S. C.—Six steel bridges in Abbeville county. G. N. Nickels, County Supervisor, will buy new structures.

Abbeville, S. C.—W. A. Erwin's sawmill.

Anderson, S. C.—McFall & Co.'s grist mill on Rocky river.

Anderson, S. C.—J. L. Jackson's grist mill and cotton gin on Rocky river; reported loss \$6000.

Athens, Ga.—City and county bridges (six or more) destroyed by flood. Address The Mayor.

Augusta, Ga.—Charles & Western Carolina Railway's bridge across Savannah river damaged; loss about \$40,000; A. W. Anderson of Augusta, general superintendent.

Augusta, Ga.—Municipal power dam damaged by flood; amount of loss not reported; Nisbet Wingfield, City Engineer.

Augusta, Ga.—Riverside Mills, cotton manufacturer, damaged by flood; reported loss \$100,000.

Augusta, Ga.—Nelson Morris & Co.'s warehouse destroyed by flood; main offices at Chicago, Ill.

Camden, S. C.—Wateree river bridge damaged by flood. Address The Mayor.

Cheraw, S. C.—Municipal bridge across Pee Dee river. Address The Mayor.

Columbia, S. C.—Ross Quarry Co.'s plant damaged by flood.

Durham, N. C.—City water-works plant damaged by flood; loss reported at \$15,000. Address The Mayor.

Durham, N. C.—Several county steel and iron bridges washed away by flood. Address Durham County Commissioners.

Greenville, S. C.—County bridges (six or more) damaged and washed away by flood. Address Greenville County Commissioners.

Greenville, S. C.—Markley Hardware & Manufacturing Co.'s vehicle factory badly damaged by flood.

Montpelier, Va.—Four bridges washed away by flood. Address Hanover County Commissioners.

Pacolet, S. C.—Pacolet Manufacturing Co.'s power dam at mill No. 3 reported partly destroyed by flood.

Rocky Creek (not a postoffice), S. C.—Southern Power Co.'s power site damaged to extent of probably \$50,000 by flood; main offices at Charlotte, N. C.

Spartanburg, S. C.—About 25 county bridges

washed away by flood. Address Spartanburg County Commissioners.

Tucapau, S. C.—Tucapau Mills' power dam reported destroyed by flood; company operates 63,744 spindles and 1696 looms.

BUILDING NOTES APARTMENT-HOUSES

Atlanta, Ga.—Ponce De Leon Apartment Hotel Co. has had plans prepared by Walter, Edwards & Parham, 631 Candler Building, Atlanta, for construction of fireproof apartment-house; structure to be five stories, with roof garden; exterior will be gray brick and terra-cotta; interior, birch, with dull finish; hotel will contain 50 apartments of from one to seven rooms each; each apartment surrounded by porch; plans call for 20 servants' rooms and number of storage-rooms; electric passenger elevators, freight elevators and dumbwaiters will be installed; housekeeping apartments will be fitted with all modern conveniences. Skinner & Stockton, Candler Building, Atlanta, are in charge of plans, specifications and construction; estimated cost \$200,000.

Birmingham, Ala.—F. L. Grambs will erect twin flats; reinforced concrete; plans by Chamberlain Architectural Co., Birmingham.

Chattanooga, Tenn.—J. Hodge McLean, 826 Market street, will erect two-story apartment-house on West 6th street; brick; composition roof; two apartments; cost \$7000; plans by Chas. E. Bearden, Chamberlain Building.

Chattanooga, Tenn.—J. H. McLean will erect apartment-house; plans by Bearden & Foreman, Chamberlain Building, Chattanooga.

Little Rock, Ark.—Southern Trust Co., Union Trust Co. and Maxwell Coffin are promoting organization of company to erect apartment and business building; brick; three stories; seven business-rooms and 33 flats; reported cost \$100,000.

Macon, Ga.—Dr. E. P. Frazier has had plans prepared by Curran Ellis, Macon, for erection of apartment-house; 160x120 feet; three stories; brick; 42 rooms; basement on six rooms for storage purposes; steam heat. (E. P. Frazier recently mentioned as contemplating erection of apartment-house.)

Savannah, Ga.—Mrs. E. J. Ryan will erect apartment-house; two stories; cost \$4000.

St. Louis, Mo.—Herman Kolb has purchased site, 30x125 feet, and will erect \$5000 apartment-house.

St. Louis, Mo.—Phillip L. Miller has purchased site, 30x125 feet, and will erect apartment-house; estimated cost \$4500.

Washington, D. C.—Matthew G. Lopley, 467 H street N. W., Washington, is preparing plans for apartment-house on P street; six apartments; 30x120 feet.

Winston-Salem, N. C.—J. A. Vance and E. R. Messick will erect apartment-house; two stories; pressed brick; electric lights, etc.; cost \$12,000. Willard G. Northrup, Winston-Salem, is preparing plans.

BANK AND OFFICE BUILDINGS

Eagle Rock, Va.—Eagle Rock Bank will rebuild bank and office building recently reported burned; architect not selected; brick; about 30x60 feet; fireproof; steam heat; wired for electricity; cost \$4000 to \$5000; M. R. Morgan, cashier. (See "Machinery Wanted.")

Fort Worth, Texas.—First National Bank will erect seven-story bank building.

Galveston, Texas.—Bernard Tiernan will, it is reported, erect office building; 12 stories; 76x51 feet; concrete; estimated cost \$250,000; plans and specifications are being prepared.

Hendersonville, N. C.—First National Bank of Hendersonville will erect bank building; three stories; Milwaukee brick and stone.

Houston, Texas.—Southern Loan & Investment Co. will erect office building; five stories; brick; cost \$60,000.

Hugo, Okla.—Bids will be received at office of Carson Lumber Co. until September 5 for building two-story brick store and office building 48x140 feet for Clem & Connell; plans on file with Carson Lumber Co., Hugo, and with Walter E. Taylor, architect, Fort Worth, Texas; certified check, \$500.

Jackson, N. C.—Bank of Northampton, J. T. Flythe, president, will erect bank building; bids received until September 15; plans and specifications obtainable from bank.

Montgomery, Ala.—Fourth National Bank has leased building adjoining present office and will make addition to bank building; dividing walls will be removed, making additional floor space of 50 feet; interior fixtures will be of copper and marble arranged in

form of horseshoe, making wide lobby; plans are being prepared.

Nashville, Tenn.—State Trust Co. will not at present erect building on site recently reported purchased.

New Orleans, La.—Whitney National Bank, Charles Godchaux, president, has submitted ideas to New Orleans architects for proposed steel bank and office building to cost \$1,000,000 and invited drawings; site has 50-foot front, and after 70 feet back has 110 feet.

New Orleans, La.—Audobon Hotel Co. contemplates opening bids about October 15 for erection of office building recently noted (under "Hotels") to be constructed in place of \$1,500,000 hotel previously detailed; to contain stores, arcade and offices; 12 stories; 160x160 feet; fireproof construction; overhead system steam heating; electric lighting; traction type electric elevator; vacuum cleaning system; house and fire pumps; ventilating fans; cost \$800,000; plans being prepared by Kennedy, Werner & Adkins, 72 Mitchell Building, Cincinnati, Ohio, associate architects.

Oklahoma City, Okla.—Mrs. J. H. Ellis will erect office building.

Pachuta, Miss.—Bank of Pachuta awarded contract to J. V. Bradford, Laurel, Miss., for erection of two-story brick bank and office building; 30x53 feet; cost, including vault, \$3300; plans by Burt Stewart, Meridian, Miss.

Pine Bluff, Ark.—Dr. Richard C. Thompson will erect seven-story office building.

Selma, Ala.—People's Bank & Trust Co. will award contract about October 1 for erection of bank and office building; seven stories; reinforced concrete; 32x50 feet; steam heat; electric lighting; electric elevators; cost \$75,000; plans by Warren & Welton, Title Guarantee Building, Birmingham, Ala. (Recently noted to award contract about September 1.)

Washington, D. C.—George A. Fuller Construction Co., Munsey Building, Washington, D. C., states that office building for Mr. John Evans (recently reported contracted) is yet simply a project and has not taken definite shape.

Wise, Va.—Wise County Bank will open bids about September 15 for construction of bank structure recently mentioned; old building to be raised, enlarged and refurnished; ordinary construction; steam heat; electric lighting; gasoline engine and pump; cost \$3000; plans by W. P. R. Pember, Bristol, Va.-Tenn.

CHURCHES

Baltimore, Md.—St. John's M. P. Church, Canton and East avenues, will erect one-story addition to church; plans by C. Montgomery Anderson, 324 North Charles street, Baltimore. Among contractors estimating are Willard E. Harn, 2700 Huntington avenue, and Monmonier & Sorrell, 308 Laurens street, Baltimore.

Baltimore, Md.—Eutaw Methodist Protestant Church, Green lane, near Harford road, purchased site, 100x110 feet, at \$2000 on which to erect edifice.

Clifton Forge, Va.—Memorial M. E. Church has had plans prepared by S. E. Pace, Covington, Va., for erection of edifice, 93x108 feet, containing auditorium seating capacity of 1200; Sunday-school room, seating capacity 450; library, pastor's study, ladies' parlor, together with lavatories; electric lights; hot-air heating; plumbing. Church will be of Washington pressed brick and terra-cotta; red-tile roof; vestibules and porch flooring will be mosaic tile.

Earlington, Ky.—Rev. R. T. Brown, Elizabethtown, Ky., will erect church at Earlington.

Guthrie, Ky.—Father Joseph Welch, Hopkinsville, Ky., has purchased site and will erect church in Guthrie.

Kaufman, Texas.—Baptist Congregation will erect edifice; W. A. Nash, James Young, A. Nigers, building committee.

Norfolk, Va.—Christ Church will erect edifice in Ghent. Address The Pastor, Christ Church.

St. Louis, Mo.—First Free Methodist Church will erect edifice. Address The Pastor, First Free Methodist Church of North America.

Washington, D. C.—Chevy Chase Presbyterian Church will erect edifice; George Rees, chairman building committee.

COURTHOUSES

San Marcos, Texas.—Commissioners' Court, Hays county, awarded contract to Fischer & Lambie, Austin, Texas, for erection of fireproof courthouse previously mentioned; cost \$60,000; heating and lighting and char-

acter of elevator undecided; plans by C. H. Page, Jr., & Bro., Austin, Texas.

Springfield, Ga.—Bids will be received until November 3 for erection of courthouse for Effingham county; two stories; pressed brick and limestone; principal entrance to be through portico supported on six Ionic columns of stone; center of structure surmounted by dome; courtroom 50 feet square on second floor; cost between \$30,000 and \$35,000; certified check, \$1000. Contract will be let as whole; plans and specifications may be obtained from H. W. Witcover, architect, National Bank Building, Savannah, Ga., on deposit of \$25. (Mentioned in July.)

Springfield, Ga.—Effingham County Commissioners will open bids November 3 for erection of two-story brick courthouse recently mentioned; ordinary construction; cost about \$20,000; H. W. Witcover, architect, Savannah, Ga.

DWELLINGS

Abingdon, Va.—S. A. Carson awarded contract to A. G. Gibson, 5th street, Bristol, Tenn.-Va., for erection of 11-room brick-veneered residence; plans by W. P. R. Pember, Bristol, Tenn.-Va.; steam heat and electric lighting; cost complete \$8000.

Argenta, Ark.—R. J. Reinke has had plans prepared by J. M. Whitehead, Argenta, and awarded contract for erection of residence; cost \$5500.

Baltimore, Md.—Charles E. Spalding, president C. E. Spalding Company, 213 Courtland street, has purchased Gall property on Eutaw place, covering an entire block and extending 330 feet on Whitelock and Duclat streets, and will improve with number of semi-detached houses; Boston style; L. I. German, Law Building, Baltimore, will have charge of building.

Baltimore, Md.—James T. Miller, 2100 Bolton street, will erect 60 dwellings on West Fayette street.

Baltimore, Md.—Charles H. Gerwig, Fidelity Building, is having plans prepared by Jacob F. Gerwig, 210 East Lexington street, Baltimore, for 10 dwellings on North Monroe street.

Baltimore, Md.—Martin Mayfort, 1311 East Federal street, awarded contract to George Gehlb, 321 Jefferson street N., Baltimore, for erection of eight dwellings—four on North Eden street and four on Point lane; each lot 15x42 feet.

Baltimore, Md.—H. A. Thoman, 27 Kenwood avenue, awarded contract to Fred Decker & Son, 1209 East Biddle street, Baltimore, for erection of residence on Erdman avenue; concrete block; slate roof; estimated cost \$6000.

Baltimore, Md.—Jacob Schmidt, 1443 North Gay street, will erect residence at Pimlico road and Calvert avenue.

Baltimore, Md.—Richard Hentschel, 209 North Gay street, will erect residence at Pimlico road and Calvert avenue.

Birmingham, Ala.—J. H. Potter will erect \$4000 residence; hot-air heat; gas and electric lighting; construction by owner.

Birmingham, Ala.—R. W. Burgin will erect \$8000 residence; two stories; frame; hot-air heat; gas and electric lighting; plans and construction by C. M. Allen.

Catonsville, Md.—Robert Womble, Hilton avenue, is receiving bids for erection of \$7000 cottage on Seminole avenue.

Catonsville, Md.—Howard Ring, 1307 Myrtle avenue, Baltimore, awarded contract to I. S. Gatchell, Baltimore, for erection of cottage at Catonsville.

Catonsville, Md.—Catonsville Improvement Co. contemplates erection of five cottages on Seminole avenue.

Chattanooga, Tenn.—Mrs. Anna E. Rust, 2432 Henderson avenue, East Chattanooga, will erect proposed \$5000 residence and ceramic art studio at Arlington Heights; American concrete block; brick or frame; two stories and basement; studio on first floor; dwelling-rooms on second; china kiln in basement; plans by owner; construction by days' work.

Chattanooga, Tenn.—G. F. Meehan, Ross-Meehan Foundry Co., Carter and West Main streets, will erect two-story-and-basement bungalow on Lookout Mountain (suburb); local pink sandstone; tile roof; hot-water heat; plans by Adams & Alsop, James Building, Chattanooga.

Chattanooga, Tenn.—Walter B. Wight, Wight Bros. Company, 805 Market street, will erect \$4000 residence at Riverview (suburb); two stories and basement; frame and stucco; roofing undecided; hot-water heat; plumbing; architect, D. A. Reamer, First National Bank Building.

Chattanooga, Tenn.—J. Milton Browne, 300

Bailey avenue, awarded contract to Brandon & Davis, Chamberlain Building, for erection of eight one-story frame shingle-roof dwellings; electric lights; cabinet mantels; plumbing; cost about \$12,000; construction begun.

Dallas, Texas.—John O. McReynolds has had plans prepared by C. D. Hill & Co., Dallas, for residence; two stories, basement and attic; buff brick with pink edging; verandas extending around house, with marble or tile floors; inside floors will be highly polished hardwood; woodwork will be mahogany, maple and pine; rooms on first floor English style; second floor, Roman, Norman, Dutch, French and Swedish style; bathroom floors Spanish tile and wainscoting marble; cooling plant and vacuum cleaning system will be installed; cost about \$50,000.

Houston, Texas.—Nathan Wolf has purchased site with two-story frame dwelling, and will expend \$10,000 in improvements.

Jellico, Tenn.—A. B. Mahan has had plans prepared by S. W. Easley, Williamsburg, Ky., for residence; two stories; 10 rooms; hot-water heat; electric lights; cost \$4000.

Kerrville, Texas.—A. C. Schreiner awarded contract to John R. Scott and G. W. Thomas, San Antonio, Texas, for erection of \$5000 residence.

Knoxville, Tenn.—John L. Boyd will erect \$6000 residence.

Memphis, Tenn.—Chas. Seats' residence, contract recently noted awarded to J. W. Crawford & Son, Memphis, will be eight-room structure; stone and brick veneer; tile roof; hot-air heat; electric lighting; cost \$3600; plans by N. M. Woods, Memphis.

Miami, Fla.—H. C. Price, McIntosh, Fla., will erect residence in Miami; 14 rooms; artificial stone; contract for woodwork awarded to J. C. Holley, Miami; artificial stone by Art Stone Construction Co., Miami.

Norfolk, Va.—V. L. Backus awarded contract to C. W. Jarvis, Norfolk, for erection of residence at Edgewater (suburb), recently mentioned; plans by J. K. Peebles, Norfolk; building 50x50 feet; mill construction; hot-water heat; electric lighting; cost about \$9000.

Norfolk, Va.—D. Pender's residence, recently mentioned, will be erected at River-view (suburb); building 40x60 feet; hardwood trimmings; slate roof; hot-water heat; gas and electric lighting; cost about \$8000; architects, Lee & Diehl, Norfolk; contractors, Walker & Roane, 304 Seaboard Bank Building, Norfolk.

Norfolk, Va.—Ballentine Realty Corporation is having plans prepared by R. S. Mooreland for 25 dwellings, cost ranging from \$1500 to \$4000; first one to be 40x60 feet; brick; cost \$4000.

Oklahoma City, Okla.—M. S. Cooper will erect residence; two stories; buff brick; cost \$10,000.

Oklahoma City, Okla.—Fred S. Gun will erect residence; two stories; brick; cost \$6000.

Oklahoma City, Okla.—Mrs. Mary Elder will erect residence.

Oklahoma City, Okla.—J. F. Keeper will erect \$5000 residence.

Oklahoma City, Okla.—A. S. Connolly will erect residence; buff brick; cost \$11,000.

Roland Park, Station L, Baltimore, Md.—H. P. Lucas of J. M. C. Lucas Company, Continental Building, will erect residence at Edgedale and Beechdale roads, Roland Park.

Roland Park, Station L, Baltimore, Md.—E. K. Pattison of R. M. Sutton Company, Liberty and Lombard streets, will erect residence in Roland Park.

Shelby, N. C.—Bynum Mauney will erect residence.

Spottsylvania, Va.—Thomas B. Benon will erect mansion-house and dwelling on Travelers' Rest Farm.

St. Louis, Mo.—L. B. Wright will erect residence.

St. Louis, Mo.—V. C. Jordan will erect residence; two and a half stories; brick; cost \$10,500.

Washington, D. C.—Perry S. Heath has had plans prepared by Hill & Kendall, Corcoran Building, Washington, for residence at S street and Florida avenue; 58x92 feet; Roman brick with terra-cotta trimmings; slate roof; garage in rear.

Washington, D. C.—William E. Burton, proprietor Hotel Burton, 236 North Capitol street, recently noted as having plans prepared by Matthew G. Lepley, 467 H street N. W., Washington, will erect two-story and attic residence, 38x48 feet; frame; colonial style; 10 rooms; wide porch on front and east side.

Washington, D. C.—W. H. White has had plans prepared by N. R. Grimm, 627 F street

N. W., Washington, for residence in Park road; two stories and attic; pebble-dash and frame; eight rooms and bath.

GOVERNMENT AND STATE BUILDINGS

Baltimore, Md.—Lighthouse.—Proposals will be received at office of Lighthouse Engineer, Baltimore, Md., until September 29 for furnishing materials and labor for erection of Ragged Point Lighthouse, Potomac river, Md., in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to Lighthouse Engineer.

HOTELS

Abingdon, Va.—J. W. Bell and others, recently noted to purchase and remodel Hattie House, have selected W. P. R. Pember, Bristol, Tenn.-Va., to prepare plans; building to be enlarged and remodeled; ordinary construction; steam heat, electric lighting and hydraulic elevator; estimated cost of completed work, \$15,000.

Fernandina, Fla.—R. H. Cobb will not build hotel at Fernandina; recent report was an error. (See Franklin, Va.)

Franklin, Va.—R. H. Cobb will erect hotel 60x62 feet; three stories and basement; concrete blocks; cost \$10,000, exclusive of furniture and fixtures.

Port Arthur, Texas.—Jan Van Tyen, president Port Arthur Hotel Co., has rejected bids for construction of proposed hotel; three stories; concrete; ordinary construction; lighting of city electric plant; medium-speed elevator; estimated cost \$90,000; new bids will be invited; plans by C. A. Logan of Port Arthur. (Lately noted.)

St. Louis, Mo.—Henry Reuter, 2d and F streets N. E., will erect hotel; five stories; brick and granite; ornamental and structural iron; concrete floors; steam heating; electric lights; elevators; plans by C. A. Didden & Son, St. Louis.

MISCELLANEOUS STRUCTURES

Accomac, Va.—Jail.—Supervisors of Accomac county awarded contract to Pauly Construction Co., St. Louis, Mo., at \$13,700 for erection of county jail. (Mentioned in July.)

Atlanta, Ga.—Store Building.—Davison-Paxon-Stokes Company, 57-61 Whitehall street, awarded contract to Rounds & Mashburn, Atlanta, for addition and improvements to building recently reported leased; plans by E. C. Wachendorf, Empire Building, Atlanta; addition to be of brick; three stories; additional frontage 25 feet; 7680 square feet additional floor area; mill construction; steam heat; electric lighting; three Otis elevators; cost of building \$10,000; cost of fixtures about \$15,000; Hugh T. Inman, Century Building, owner.

Baltimore, Md.—Store, etc.—Ludwig Sellmayer, 307 North 3d street east, awarded contract to Jacob Peters, 33 Vansant Building, Baltimore, for erection of two-story brick store and cold-storage plant; 43x58 feet; buff brick front and sides; elevator; cost \$13,000. (See "Machinery Wanted.")

Baltimore, Md.—Lodge Building.—Maccabee Temple Commission of Baltimore City will be organized and issue stock for erection of temple; three stories; 120x200 feet; ground floor to contain five or six stores; upper floors lodgerooms; W. F. Ackler, State commander, 1808 East Lafayette avenue, Baltimore.

Birmingham, Ala.—Mercantile Building.—Rossiter & Klyer and Culver & Whaley (Bailey & Howard, agents, 221 North 21st street) awarded contract to Moesser-Worthington Building Co., Birmingham, for erection of mercantile building recently mentioned; three stories; brick; 25x140 feet; steam heat; gas and electric lighting; combination electric elevators; cost \$40,000; plans by H. D. Breeding, Watts Building, Birmingham. (See "Machinery Wanted.")

Bryan, Texas.—Masonic Temple.—Masonic Lodge will erect temple; E. J. Fountain, J. W. Botts, H. G. Rhodes and others, building committee.

Charleston, W. Va.—Business Building.—A. D. Harrah will erect business building; three stories; brick; 86x48 feet.

Cleveland, Okla.—Lodge Building and Theater.—Lodge 37, Knights of Pythias, will erect building recently mentioned; two stories, 40x90 feet; brick; natural-gas heating and lighting; first floor for opera-house; lodgerooms on second floor; cost \$6000; architect not announced; J. H. Irion, Cleveland, may be addressed.

Crockett, Texas.—Houston County Commissioners awarded contract to Southern Struc-

tural Steel Co., San Antonio, Texas, for four additional cells and for repairs to steel work on interior of county jail.

Darien, Ga.—Clubhouse.—H. K. Darien, Waycross, Ga., will organize syndicate to erect clubhouse at "The Thicket"; cost between \$30,000 and \$40,000.

Eustis, Fla.—Pavilion.—Eustis Pavilion Co. has had plans prepared by W. B. Camp, Jacksonville, Fla., for pavilion over lake, 175 feet from shore; two stories; 68x10 feet; piazza 14 feet wide will extend on two sides; roof garden; first floor will contain boat-rooms; second floor, dance hall, kitchen, dining-room, sleeping apartments, etc.

Fort Smith, Ark.—Lodge Building.—B. P. O. Elks have had plans prepared by Jennings & Bates, Fort Smith, for proposed lodge building; 50x140 feet; four stories and basement; concrete construction; Bedford red brick with stone trimmings; reinforced concrete roof; elevators; fireproof; cost \$55,000.

Fort Smith, Ark.—Lodge Building.—Eagles Building Co., incorporated with \$61,000 capital stock; J. Taylor, president; A. E. Boqua, Sr., vice-president; Sam Howard, secretary; P. A. Ball, treasurer; to erect lodge building; \$60,000 of bonds will be issued.

Houston, Texas.—Business Building.—Geo. H. Hermann contemplates erection of five-story brick business building.

Independence, Mo.—Home.—Jackson County Court awarded contract at \$10,443.47 to T. H. Ludlow, Kansas City, Mo., for erection of McCune Home near Independence.

Knoxville, Tenn.—Store Building.—Miller Store Co. is having plans prepared by R. Graf, Knoxville, for addition to store building; eight stories and basement; fireproof; steel construction; basement to be 10 feet deep in front and 20 feet deep in rear; elevator; cash system and lights operated by electricity generated by means of suction producer-gas plant installed in basement; cost not less than \$80,000; contract to be awarded January 1.

Lagrange, Ga.—Elks' Home.—Elks' Home Co., incorporated with \$10,000 capital stock by J. C. Roper, W. E. Johnson, F. C. Ferrell and others; to erect home for Lagrange Lodge No. 1084, B. P. O. Elks.

Little Rock, Ark.—Business Building.—A. C. Read contemplates expending from \$20,000 to \$25,000 to erect business building; two or three stories; brick and stone.

Little Rock, Ark.—Business Building.—P. C. Dooley is having plans prepared for business building; two stories; brick; cost about \$24,000.

Macon, Ga.—Clubhouse.—Ben L. Johnson will expend \$30,000 in improving Woolfolk homestead and converting it into clubhouse; piazza will be extended and barn reconstructed for garage; approach to house will be 30-foot paved roadway.

Orange, Texas.—Business Building.—H. C. Banker is preparing plans for business building; two stories; brick; 36x100 feet; first story white enamel; second story red pressed brick; tile or marble floors.

Richmond, Va.—Y. M. C. A. Building.—King Lumber Co., Charlottesville, Va., is making estimates on erection of Young Men's Christian Association building recently mentioned, and desires estimates from subcontractors on work, for which they have prepared figures. Plans and specifications for building are on file at office of Davis & Davis, architects, 1600 Chestnut street, Philadelphia, Pa., and W. C. West, Merchants' Bank Building, Richmond.

Sylacauga, Ala.—Store Building.—T. V. Knight will erect store building; brick; 55x110 feet.

Sylacauga, Ala.—Fraternal Hall.—Sylacauga Fraternal Hall Association incorporated with \$3000 capital stock; W. J. McLeod, president; S. P. McDonald, treasurer; will erect fraternal building for Masons and Odd Fellows; 55x110 feet; pressed-brick front with marble trimmings; two stories; opera-house on lower floor; lodgerooms on second floor.

Tampa, Fla.—Business Block.—Cameron-Barkley Company is having plans prepared by Shaw & Jay, Tampa, for business block; 36x100 feet; three stories; brick; cost between \$30,000 and \$35,000.

Trezevant, Tenn.—Mercantile Building, etc. Jeff J. Blanks Company, owner, prepared plans for building, contract recently noted awarded to N. W. Ralnes and O. C. Sloan, Trezevant; building 4x80 feet; hot-air heat; gasoline lighting; hand-power elevator; printing machinery to be installed; cost of completed structure \$10,000.

Vicksburg, Miss.—Store Building.—Kuhn Bros. have had plans prepared by William Stanton, Vicksburg, for addition to store building; three stories; brick; site 70x90 feet.

Washington, D. C.—Garage.—Brainard H. Warner, 916 F street N. W., has had plans prepared by N. R. Grimm, 627 F street N. W., Washington, for garage at 1206 M street N. W.; two stories; pebble-dash, steel and reinforced concrete; 64x160 feet.

MUNICIPAL BUILDINGS

Americus, Ga.—Library.—Crawford Wheatley, president Carnegie Library Board, has awarded contract to Little & Phillips, Cordele, Ga., for construction of proposed \$20,000 library; plans by Lockwood Bros., Columbus Investment Building, Columbus, Ga.

Baltimore, Md.—Jail.—Jail Board has authorized Edward G. Preston, Building Inspector, City Hall, to prepare plans and specifications for concrete cells with steel fronts and modern locking devices at city jail. (City lately noted as rejecting bids for cells.)

Kansas City, Mo.—Fire Station.—Board of Public Works awarded contract at \$17,074 to Lonsdale Bros., Kansas City, for erection of fire station.

McAlester, Okla.—Jail.—City will vote September 26 on \$7000 of bonds for erection of jail building recently mentioned; J. M. Gannaway, City Clerk.

Montgomery, Ala.—Warehouse, etc.—City will vote September 21 on \$10,000 of bonds for erection of municipal warehouse and wharf. (Total amount to be voted, \$250,000; for school improvements, sewers, water-works, city hospital, warehouse and wharf.)

St. Louis, Mo.—Library.—John Pierce Company, 90 West street, New York, has received contract at \$1,372,267 for erecting Central Library at St. Louis, Mo.; plans by Cass Gilbert, New York; monumental building of granite; fireproof; steam heat; electric lighting; electric elevators; contracts for bookstacks (to cost probably \$40,000) not yet awarded; estimated cost of building complete \$1,650,000. (Previously mentioned.)

Vernon, Texas.—City Hall.—City will vote September 10 on issuance of bonds for erection of city hall, school, construction of water-works and sewer system; amount for city hall, \$5000; L. P. Bonner, Mayor.

RAILWAY STATIONS

Amarillo, Texas.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer bridges and roadway, Chicago, Ill., has had plans prepared for erection of stone passenger station at Amarillo.

Natchez, Miss.—R. K. Smith, general manager of Mississippi Central Railroad, will, it is reported, soon call for bids for construction of brick and concrete passenger and freight station; plans by Frank P. Milburn & Co., Home Life Building, Washington, D. C. (Previously mentioned.)

SCHOOLS

Albany, Okla.—City has voted bond issue for school improvements. Address The Mayor.

Baltimore, Md.—Board of Awards will receive bids until September 9, at office of J. Sewell Thomas, City Register, City Hall, for erection of school building at Reisterstown road and Fifth avenue; proposals must be on form of proposal at end of printed specifications and be submitted without being detached from specifications; certified check, payable to Mayor and City Council, for \$500; plans and specifications on file at office of Building Inspector Edward D. Preston, City Hall; J. Barry Mahool, Mayor.

Baltimore, Md.—Board of School Commissioners, John E. Semmes, president, \$25 Equitable Building, will expend \$847,000 in purchasing sites and erecting school buildings; will erect one building at Warren avenue and William street and one at Hull and Clement, each to cost \$55,000, and one in vicinity of Ramsay and Scott streets, to have 24 rooms and cost \$66,000.

Beaumont, Texas.—City contemplates issuance of \$100,000 of bonds for erection of four brick fireproof school buildings. Address The Mayor.

Bixby, Okla.—City has voted \$10,000 of bonds for erection of school building. Address The Mayor.

Birmingham, Ala.—City will vote September 21 on \$350,000 bond issue for erection of schoolhouses and buildings; George B. Ward, Mayor.

Brownwood, Texas.—City will probably vote on issuance of \$25,000 of bonds for school and street improvements. Address The Mayor.

Canton, N. C.—J. W. Scott, Town Clerk, will open bids September 20 for erection of school.

Charleston, S. C.—City, recently noted

awarding contract at \$34,688 to Simons-Mayrant Company, Charleston, for erection of school building, will erect two-story and basement structure; brick; stone window and door sills; coping of composition or artificial stone running around upper part of building; main entrance will be through portico supported by four concrete columns; portico floors and two side entrances of terrazzo; projecting 70 feet beyond rear wall of main building is addition partly formed by auditorium with seating capacity of 850; ceiling extends to roof supported by columns, with balcony on level with second story; arched windows; hot-air heating; automatic system of ventilating; electric lighting; each room to be connected with basement by trash chute, through which sweepings of each floor will descend to trash bin; plans by J. F. Leitner, Charleston; heating and plumbing contracts awarded to R. M. Masters, Charleston; cost, including construction, plumbing, heating and ventilating, \$38,732.

Eureka, Mo.—City has voted \$5000 of bonds for erection of school building. Address The Mayor.

Garvin, Okla.—City has voted \$10,000 of bonds for erection of school building. Address The Mayor.

Guthrie, Okla.—City will have plans prepared by Prof. Chanler, Guthrie, for proposed domestic science hall and boys' conservatory at A. & M. College; cost \$62,000 and \$25,000, respectively.

Houma, La.—Board of School Directors will open bids September 26 for erection of school building; two stories and basement; brick; plans and specifications on file at office of Favrot & Livaudais, Ltd., architects, 839 Gravier street, New Orleans, La.

Houston, Texas.—City will receive bids until September 14 for erection of school building; two stories and basement; bids to be let in four separate parts, as follows: General work; plumbing, sewerage and gas-fitting; steam heating; cement floors, sidewalks and shell drives, and submitted on blank forms as attached to specifications; plans and specifications on file at office of Otis J. Lorehn, architect, Houston, or at office of City Secretary; bids for general work to be accompanied by certified check for 4 per cent. amount of bid, and for remainder of work by certified check for 10 per cent. amount of bid; H. B. Rice, Mayor. (Previous call for bids mentioned in July. See "Machinery Wanted.")

Jenks, Okla.—School Board has had plans prepared by J. J. Glandfield, Tulsa, Okla., for school building; approximate cost \$10,000.

Kansas City, Mo.—St. James School awarded contract to J. F. Houlehan, Kansas City, for erection of school and convent; brick, stone and frame; cost \$15,000.

Lenox, Tenn.—City will issue \$50,000 of bonds for erection of school building; W. N. Page, Mayor.

Lexington, Va.—City will open bids September 15 for erection of high-school building mentioned in July; plans by C. M. Robinson, Richmond, Va.

Lovington, Va.—City awarded contract to Lucian Sheffield, Lovington, for erection of high-school building.

Lexington, Ky.—Board of Education will receive bids until September 3 for erection of proposed high-school building; plans and specifications on file at office of H. L. Rowe & Co., architects, Lexington; New York draft or certified check for at least 2 per cent. amount of bid, payable to Board of Education; J. O. H. Smirall, secretary; \$75,000 bond issue to provide necessary funds.

Malvern, Ark.—City will erect brick school building. Address The Mayor.

Mebane, N. C.—H. C. Linthicum, Durham, N. C., is proceeding with plans for administration building at Bingham School; structure to be 64x94 feet; two stories and basement; to contain chemical laboratory, recitation-rooms, physical-culture room, etc. (Not to be erected by city, as recently incorrectly noted.)

Milburn, Okla.—City has voted \$10,000 of bonds for erection of two-story brick school building. Address The Mayor.

Nash County, N. C.—Enterprise Ridge Association, Inc., Rev. George H. Wilson, president, 133½ Main street, Rocky Mount, N. C., will erect reformatory and industrial school in Nash county.

Natchez, Miss.—School Board, B. C. Gelsenger, president, has selected R. H. Hunt, James Building, Chattanooga, Tenn., to prepare plans for Carpenter Memorial Public School Building recently mentioned; brick structure; two stories and basement; slate roof; stone trimmings; cost \$25,000, including lighting, steam heating and plumbing.

North Haven, postoffice Birmingham, Ala.—City will vote on \$50,000 bond issue for erection of school building. Address The Mayor.

Norwood, Va.—City awarded contract to Lucian Sheffield, Lovington, Va., for erection of high-school building.

Oklahoma.—County Commissioners of several counties in Oklahoma have accepted plans prepared by F. M. Blaisdell, Fort Smith, Ark., for 40 two-story school buildings.

Roseland, Va.—City awarded contract to Lucian Sheffield, Lovington, Va., for erection of high-school building.

Pryor Creek, Okla.—School District No. 1 will erect building for which bonds were recently reported voted; brick structure; 12 rooms; auditorium in basement; fireproof; steam heat; electric and gas lighting; cost \$20,000; plans by J. W. Roberts, Claremore, Okla.; F. M. Watts may be addressed. (See "Machinery Wanted.")

Red Oak, Okla.—City has voted \$10,000 of bonds for erection of school building. Address The Mayor.

Russellville, Ala.—Building committee awarded contract to Gildwell Bros., Fayetteville, Tenn., at \$8315 for erection of Franklin county high school, including installation of heating system. (Recently mentioned.)

Russellville, Ala.—State awarded contract to Gildwell Bros., Fayetteville, Tenn., for erection of Franklin county high-school building recently mentioned; two-story brick structure with stone trimmings; hot-air or steam heat; electric lighting; cost \$9000; plans by Bearden & Foreman, Chattanooga, Tenn.

Salley, S. C.—School District No. 47, Aiken county, will vote September 9 on \$5000 bond issue for erection of school building; A. L. Sawyer, chairman building committee.

Sapulpa, Okla.—School building, contract recently noted awarded to Emmett Brunson, Sapulpa, will be stone and brick structure; 68x84 feet; tile roofing; mill construction; gas and electric lighting; cost \$25,000; plans by Griffith & Reitz, Sapulpa.

Snyder, Okla.—School Board will receive bids until September 15 for erection of school building; eight rooms and basement; brick; certified check, \$250; plans and specifications on file at office of Wm. McCanse, architect, Hobart, Okla., or at Stofer Mercantile Co., Snyder.

Staunton, Va.—Board of Trustees Stuart Hall awarded contract to Montague Payne, Staunton, at about \$20,000 for erection of dormitory building previously mentioned; brick; five stories and basement; basement will contain gymnasium; first floor, dining-room; fifth floor, infirmary, and other floors apartments.

Success, Ark.—City awarded contract to Bud Abbott, Corning, Ark., for erection of proposed school building; two stories; brick; six rooms; steam heat.

Tulsa, Okla.—City has voted \$125,000 of bonds for school improvements. Address The Mayor. (Mentioned in July.)

Vernon, Texas.—City will vote September 10 on bond issue for erection of school building and city hall and construction of water-works and sewerage system; amount for school building, \$10,000; L. P. Bonner, Mayor.

THEATERS

Cleveland, Okla.—Lodge 37, Knights of Pythias, will erect two-story building for opera-house and lodgerooms; cost \$6000. (See "Miscellaneous Structures.")

Jacksonville, Fla.—Mr. Clark, proprietor of Air Dome, is having plans prepared for rebuilding the structure, making it a combination winter and summer theater; brick walls will be erected around sides and front of building and roof will be built in sections, so that it may be opened both overhead and around sides.

San Antonio, Texas.—H. J. Moore is promoting organization of company to establish theater; has leased building and will remodel it at cost of \$25,000; refrigerating and air-circulating system will be installed; will have seating capacity of 800. Harvey L. Page, San Antonio, is preparing plans.

WAREHOUSES

Baltimore, Md.—Robert J. Noonan, 327 North Eutaw street, will erect warehouse at 409 North Howard street; contractor, Henry S. Rippel, 7 Clay street, Baltimore.

Bessemer, Ala.—Farmers' Union, T. F. Johnson, State secretary, Florence, Ala., will, it is reported, erect warehouse in Bessemer.

Dallas, Texas.—Texas Transfer & Warehouse Co. incorporated with \$10,000 capital stock by R. E. Eagon, Scott Bower and W. I. Ford.

Gainesville, Fla.—T. W. Shands, president Gainesville National Bank, will, it is reported, erect storage warehouse.

Jacksonville, Fla.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will erect storage warehouse at Hogan street yards, Jacksonville; structure will be 100x300 feet; corrugated iron; foundations will be on piling; two stories; cost \$40,000. (This warehouse erroneously reported last week under Tampa.)

Knoxville, Tenn.—Mrs. Virginia S. Cowan will erect reinforced concrete warehouse; fireproof; estimated cost \$12,000; plans by R. F. Graf, Knoxville; contract awarded to Borches, Waldrep & Co., Knoxville.

Knoxville, Tenn.—Roddy-Goodman Co. will erect fireproof warehouse; contractor, Borches, Waldrep & Co., Knoxville.

Lagrange, Texas.—V. D. Alexander of Alexander Grocery Co. will erect warehouse and office building.

Rulesville, Miss.—Farmers' Union Warehouse Co. incorporated with \$10,000 capital stock by A. J. Hannah, W. C. Weeks and others.

Senatobia, Miss.—Farmers' Union Warehouse Co. will erect warehouse.

Tampa, Fla.—Shaw & Jay, Tampa, are preparing plans and specifications for warehouse for Mallory Steamship Line; estimated cost of structure, \$6000. (Lately mentioned.)

Vicksburg, Miss.—Yazoo & Mississippi Valley Railroad, B. F. Galvani, division superintendent, Vicksburg, will, it is reported, erect storage warehouse.

Wheeling, W. Va.—Neill Grocery Co. awarded contract to Spindler-Dudley Company, Wheeling, for erection of proposed brick warehouse; 66x122 feet; four stories; natural-gas heating; electric lighting; electric elevators; cost \$27,000 to \$30,000; plans by C. D. McCarty, Wheeling.

RAILROAD CONSTRUCTION RAILWAYS

Asheville, N. C.—John C. Arbogast, Oates Building, Asheville, N. C., writes the Manufacturers' Record that the Appalachian Railway Co. has been organized to build a line from Whittier, N. C., to some point in Tennessee, presumably Sevierville, Tenn., about 45 miles. The directors are S. U. Schaffer, president, New York city; George W. Lex, secretary, Philadelphia, Pa.; Jno. C. Arbogast, treasurer and general manager, Lake Charles, La.; Wm. S. Harvey, Philadelphia, Pa.; S. E. Slaymaker, New York city, and Henry B. Stevens, Asheville, N. C. Robert Grey, Bristol, Tenn., is engineer in charge. The road will traverse rich timber and mineral lands.

Ava, Mo.—Tracklaying has begun on the Kansas City, Ozarks & Southern Railway, which is to extend from Mansfield, Wright county, Missouri, to Ava, Douglas county, Missouri, 15 miles. The line, it is said, will be completed before the latter part of October. It is also stated that the promoters expect to extend it to towns in Northern Arkansas early next spring. J. H. Murray and W. D. Quigley of Ava are among the stockholders.

Birmingham, Ala.—The Atlanta, Birmingham & Atlantic Railway will, it is stated, on September 6 run its first train into Atlanta, after which regular train service will be maintained, connecting Birmingham, Atlanta and Brunswick, Ga., 650 miles. H. M. Atkinson is president, Atlanta, Ga.

Brandywine, Md.—A. F. Trappe, secretary State Bureau of Immigration, is quoted as saying that a movement is on foot to extend the Washington, Potomac & Chesapeake Railroad, which at present extends from Brandywine, in Charles county, to Mechanicsville, in St. Mary's county, down to Point Lookout, with a branch to Leonardtown, on the Potomac, and Spencers, on the Patuxent, opposite Solomons Island. W. W. Early is general manager at Brandywine.

Brooklet, Ga.—The Shearouse Lumber Co. of Shearwood is reported to have purchased large tracts of timber from J. C. Cromley and others near Brooklet, and proposes building a railroad from Brooklet to Groveland, on the Seaboard Air Line, about 75 miles.

Carrollton, Ala.—Grading on the extension of the Alabama, Tennessee & Northern Railroad, which is to be built from Cochrane southward into Sumter county, is reported nearly complete to Dancy, 10 miles below Cochrane. John T. Crane is president, Mobile, Ala., and William Tozey, chief engineer at Aliceville, Ala.

Chattanooga, Tenn.—Reports state that the Savannah, Augusta & Northern Railroad has

planned an entrance into Chattanooga and that work will probably be started in this vicinity within six or eight weeks. It is proposed to tunnel Mission Ridge and come in on the east side of the city. Financial arrangements are said to be completed and several large contracts will be awarded. Another report quotes W. H. Lynn, promoter of the road, as saying that 40 miles of the road from Statesboro to Garfield are in operation and 40 miles more graded, work to be pushed as rapidly as possible. Address, Statesboro, Ga.

Dalhart, Texas.—A. E. Wiest of Indianapolis, Ind., is reported to have made a proposition to the Commercial Club of Dalhart to build a line of railroad 100 miles long from Ochiltree to Dalhart, Texas, and later to build to Enid, Okla., and westward to coal fields in New Mexico. Line is known as the Enid, Ochiltree & Western. Judge Perry of Ochiltree is president; W. G. Garwood of Amarillo, Texas, superintendent, and A. E. Wiest, vice-president and general manager at Dalhart, Texas.

Dallas, Texas.—The Dallas Interurban Electric Railway Co. has accepted the terms of the resolution of the Dallas County Commissioners' Court granting authority to build a railway along the West Dallas pike, thence along Beckley road to the northern limits of the city. Henry Dorsey is president of the railway company.

Durant, Okla.—Press reports state that work may begin October 1 in both directions from Durant, on the Missouri, Oklahoma & Gulf Railway, which is to extend from Lamar via Durant to Denison and Sherman, Texas. W. H. Prentice is chief engineer at Durant, Okla.

Erwin, Tenn.—The Unaka Traction Co. has been chartered to build a railroad from Erwin to Johnson City, Tenn., via Unaka Springs, the line to use practically any motive power. It will run through Washington, Unicoi and Carter counties. The incorporators are Isaac R. Love, W. B. McNabb, A. M. White, F. B. Vines and J. A. Wilson.

El Reno, Okla.—Surveys are being made on the proposed interurban electric line, to be known as the El Reno Cable & Trolley Co., from El Reno to Oklahoma City via Yukon, 25 miles. Maney Bros. and Henry Schafer are the promoters. It is stated the capital is to be increased from \$25,000 to \$100,000.

Fairview, Md.—Plans are reported being made to construct an electric railway from Mercersburg, Pa., via Fairview, Md., to Williamsport, Md., about 18 miles. W. D. Bryan & Sons, operating tanneries at Williamsport and Mercersville, are said to be interested.

Franklinton, La.—Construction work is reported resumed on the extension of the New Orleans Great Northern Railway from Franklinton, La., to Tyrtown, Miss. N. G. Pear-sall is general manager at Covington, La.

Gage, Okla.—C. H. Holmes, secretary, writes from Gage, Okla., to the Manufacturers' Record that the Beaver Valley & Northwestern Railroad Co. has been chartered to build from Oklahoma City, Okla., to La Junta, Col. It is proposed to construct the section from Gage, Okla., to Hooker, Okla., first, 120 miles, connection being made with the Santa Fe and Rock Island roads. Preliminary survey has been run under direction of H. A. Perkins, engineer; surveying force is now locating permanent line and right of way is being secured. Contracts will probably not be let before three or four weeks. J. W. Webb, president, Beaver City, Okla.; W. H. Holt, vice-president, Gage, Okla.; Frank Laughrins, treasurer, Beaver City, Okla., and C. H. Holmes, secretary, Gage, Okla.

Groveton, Texas.—Tracklaying is completed on the Groveton, Lufkin & Northern Railway between Groveton and Lufkin and trains have been run over the road. Regular train service is expected to be in operation in about six weeks. D. J. Batchelder is president, 811 Wright Building, St. Louis, Mo.

Hot Springs, Ark.—Surveyors are reported to be locating the proposed Ouachita Valley Construction Co.'s railroad from Mena via Black Springs, Bethesda Springs, Missouri Falls and Womble to Hot Springs, Ark., about 80 miles. G. H. Gilbert is chief engineer; headquarters at Hot Springs.

Huntsville, Ala.—Work is to begin September 19, it is reported, on the proposed electric railway from Huntsville to the Fair Grounds, to be known as the Huntsville, Birmingham & Chattanooga Interurban Railway Co. Ed L. Pulley is the principal promoter.

Jacksonville, Fla.—The Seaboard Air Line will, it is reported, expend \$25,000 in improving its freight yards at Jacksonville. W. L. Seddon is chief engineer at Portsmouth, Va.

Jefferson, N. C.—An election is to be held in Ashe county September 12 to vote on a \$100,000 bond issue in aid of a proposed railroad to be built from a point in Virginia to Jefferson, N. C.

Johnson Junction, Ky.—Louisville capitalists are reported to be interested in a proposed new standard-gauge railroad to open up mineral lands in Morgan county. The line will run from Johnson Junction to Flemingsburg, Ky., with another link from Hillsboro to Morehead. Equipment is said to have been secured, and it is expected to have the road completed by early winter.

Lenoir, N. C.—Regarding the report that a railroad is to be built from Lenoir to North Wilkesboro, N. C., E. C. Jones, attorney for the Yadkin Lumber Co., writes the Manufacturers' Record that such a road is in contemplation, but no company has as yet been formed.

Manchester, Ky.—The Manchester Traction Co. is reported, is to build an electric railway from Barbourville, Ky., to Manchester, 24 miles; capital \$100,000. The officers are Louis DesCognets, president, Lexington, Ky.; Robert Carnahan, vice-president, Oneida, Ky.; Dr. Q. R. Manning, secretary and treasurer, Manchester, Ky.

Marshall, Texas.—A. T. Perkins, president, writes the Manufacturers' Record that the Marshall & East Texas Railway has bought the Texas Southern Railroad, and something over \$100,000 is being spent in improvements, all the work being done with the railway company's own men. Mr. Perkins is president of the Marshall & East Texas Railway, with office in St. Louis, Mo., and J. E. Votaw, general superintendent, Marshall, Texas.

Meridian, Miss.—Survey is reported completed from Meridian to Mendenhall, Miss., about 100 miles, for the proposed Mississippi River and Western Railroad, for which it is reported Hon. A. H. Longino of Jackson, Miss., is counsel. The incorporators are Wm. A. Wall, Raleigh; A. H. Longino, Jackson; William Connell, Lake; William H. Hughes, Raleigh; R. J. Harmick, Hickory; S. L. Ryan, Rose Hill; Ree King, Mendenhall and others.

Nevada, Mo.—Mr. C. C. McFann, general manager of the Kansas City & Springfield Southern Railway Co., which proposes to build a line in Missouri, advises the Manufacturers' Record that no work will be done on the line this year. His address is at Kokomo, Ind.

Newnan, Ga.—The Coweta, Franklin & Troup Railroad Co. has been chartered with \$300,000 capital to build a line 50 miles long from a point either on the Central of Georgia or the Atlanta & West Point Railroad in Coweta county to a connection with the Atlanta, Birmingham & Atlantic Railroad, passing through Coweta, Heard and Troup counties. Among the incorporators are John W. Daniel, T. C. Lane, B. H. Tompkins, J. W. Ray and P. T. McCutcheon of Heard county; J. E. Duncan of Lagrange, W. C. Wright and W. A. Brannan of Newnan.

New Orleans, La.—The Belt Railroad Commission has decided to have the tracks of the Public Belt Railroad connect with the main line of the Louisiana Railway & Navigation Co., and permission is to be asked of the Orleans Levee Board to cut through the upper protection levee at Ogden street. W. J. Hardee is chief engineer of the Belt Railroad, City Hall, New Orleans, La. A later report says that the Levee Board has granted the request.

Oklahoma City, Okla.—President H. L. Miller of the Winnipeg, Yankton & Gulf Railroad Co., Russell, Kan., is reported as saying that contracts will be let soon for the proposed line from Superior, Neb., to Oklahoma City and Woodward, Okla., and thence to Des Moines, N. M., 800 miles; also that capital is obtained; about 300 miles of right of way are secured and survey is partially made.

Oklahoma City, Okla.—Local capital is said to be interested in a plan to build a railroad from Oklahoma City, via Kingfisher, Kiel, Okeene and Woodward, to Fairview, Okla., 130 miles, connection to be made with the Kansas City, Mexico & Orient Railway. As soon as arrangements can be made construction will commence, the line to cost about \$15,000 a mile. Among those interested are George Atwood, Kingfisher; H. W. Sipe, Kiel; C. K. Boardman, Okeene; W. J. Graves, Fairview, and Joe Sherman, Hoopville.

Owingsville, Ky.—Surveys are reported being made on the proposed Cincinnati, Virginia & Kentucky Railroad, which is to run from Owingsville, Bath county, Ky., through Eastern Kentucky, penetrating coal fields. New York and Philadelphia capitalists are said to be the promoters.

Quanah, Texas.—Contract is reported closed between the Quanah Commercial Club and J. L. Bell, representing the Kansas City & El Paso Construction Co., for the proposed Quanah & Southwestern Railroad, which is to extend from Quanah, Texas, to El Paso, Texas, via Carlsbad, N. M., and Paducah, Texas, about 425 miles. Survey is about complete and nearly all the right of way and bonus secured. Work is expected to begin about December 1. It is also stated that a line may be built from Quanah to Hollis. A. B. Axtell is chief engineer of the railroad.

Quitman, Texas.—M. J. Healy writes from Quitman, Ga., to the Manufacturers' Record that the line to be built from Mineola to Paris, Texas, about 55 miles, is to be known as the Quitman & Great Northern Railway Co., with general office at Quitman. Surveys are under way and plans being made for construction of first 10 miles from Mineola to Paris. Press reports state that the charter has been approved and the incorporators are W. M. Lloyd, J. B. Goldsmith, T. A. Stephens, J. O. Rouse, John W. Smart, J. A. Nixon, J. W. Corley, John R. Edmonds of Quitman and M. J. Healy of McKinney, who are also directors, and others.

Pleasanton, Texas.—Pleasanton has offered a bonus of \$50,000 to secure the building of a railroad to that city. It is desired to have the road extend from San Antonio via Atascosa to Pleasanton, 30 miles. George M. Martin of Pleasanton is interested.

Roby, Texas.—Grading is reported complete on the Estacado & Gulf Railroad from Roby to McCauley, and tracklaying is now in progress. T. H. Landon is chief engineer at Roby. The line when completed will extend to Coleman, Texas.

Rockport, Texas.—S. N. Dorsett, secretary Rockport Board of Trade, informs the Manufacturers' Record that \$30,000 in cash and right of way through Aransas county and depot grounds in Rockport is offered to the first acceptable railroad now operating 200 miles of road in Texas which builds in from the North. The road accepting the offer must construct a modern passenger depot in the city. S. Lightburne is president of the Board.

Sapulpa, Okla.—The Sapulpa & Interurban Railway Co. is reported to have begun work on its extension, and the line will be in operation, it is said, by November 1 to Glen Pool and Kiefer.

Tampa, Fla.—An official letter to the Manufacturers' Record confirms the report that the Seaboard Air Line will build extensive terminals at Grassy Island, immediately south of Tampa. Besides docks, warehouses, etc., this will include a number of tracks, together with a line connecting Grassy Island with Tampa. H. S. Thomas and assistants are in direct charge of the work under the general direction of W. L. Seddon, chief engineer, the latter's address being at Portsmouth, Va. Burwell & Hillyer of Jacksonville, Fla., are contractors on the terminal work. The Phoenix Bridge Co., of Phoenixville, Pa., is building a Scherzer rolling lift bridge 185 feet long to connect with the mainland, and V. M. Johns, Portsmouth, Va., is building the substructure thereof.

Temple, Texas.—Regarding the report that the Gulf, Colorado & Santa Fe Railway contemplates extensive improvements at Temple, C. F. W. Felt, chief engineer, writes the Manufacturers' Record that while improvements are planned at Temple and other points, work has not been authorized.

West Point, Va.—Col. C. P. E. Burgwyn of Richmond, Va., has finished survey for the West Point-Urbanna electric line, which is to run from Chain Ferry to Saluda and thence to Urbanna, near Onkes Landing, 15 miles.

STREET RAILWAYS

Abilene, Texas.—O. P. Thomas, secretary Abilene Twenty-five Thousand Club, informs the Manufacturers' Record that work is progressing rapidly on the Abilene Street Railway, track having been laid on three-fourths of the entire line, wires up, and prospects are that cars will be running in about 15 or 20 days.

Abita Springs, La.—The St. Tammany Electric Railroad has applied to the Town Council for right of way over streets of the town.

Cleburne, Texas.—J. H. Ransom is quoted as saying that he will soon purchase rails to be used in the construction of the street railway. Actual work is to begin within 60 days.

Georgetown, S. C.—Application for a street-railway franchise has been made by H. C. Case, president of the Georgetown Electric Co., and Laurens Mouson. The proposed line will be about five miles long, making a belt around town.

Marshall, Texas.—Reports state that Marvin Turner, banker, has made application to the City Council for a franchise to build an electric-car line in the city.

Mainview, Texas.—The City Council is reported to have granted a franchise for an electric railway to the City Railway Co., promoted by C. D. Lovelace. He proposes to build to the railway station and to College Heights.

Sanford, Fla.—M. M. Smith, president of the People's Bank, and associates have petitioned the City Council for authority to construct an electric plant for lighting purposes and also to operate a street railway.

Sanford, Fla.—The Sanford Traction Co. has made application for a franchise to operate a street railway in Sanford. The incorporators are S. O. Chase, A. T. Rosalter, A. P. Connolly, F. P. Forster and J. N. Whitner.

Victoria, Texas.—Plans are reported being promoted to build an electric-car line to connect Victoria with the North Heights and Queen City Park additions; also to establish an amusement park near the city.

Washington, D. C.—The proposed extensions of the Capitol Traction Co. have been approved by the District of Columbia authorities. D. S. Carl is general manager.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—Jesse C. Chevers, P. O. Box 509, Cape Town, South Africa, is prepared to correspond relative to sale of American agricultural implements.

Air Compressor.—Russell Manufacturing Co., Alexandria City, Ala., wants to buy small belt-driven air compressor, to deliver 50 to 85 pounds air pressure through one-inch pipe; give full information and lowest price.

Air Compressor.—Carter's Valley Zinc Co., F. M. Bowman, secretary, R. F. D., Bloomingdale, Tenn., wants air compressor. (See "Mining Machinery.")

Air Compressor.—Sanford-Day Iron Works, Knoxville, Tenn., wants air compressor; 150 to 175 feet free air; belt-driven; water-jacketed; working at pressure of 90 pounds per square inch; first-class condition.

Are Lights.—See "Electric Equipment."

Bolts.—See "Hardware."

Bone Mill.—Washington, Alexander & Cooke, Charles Town, W. Va., want prices on machine to grind animal bone; want to correspond with manufacturers or dealers.

Boiler.—Neosho Electric Light Co., Neosho, Mo., wants prices on 72-inch by 18-foot horizontal tubular boiler for 160 pounds working pressure, with all fittings, including 76-foot No. 10 stack and straight single-bar grates; full flush-front setting; boiler heads to be flush, with no smoke ring; prefer both man-heads in front head.

Boilers.—Schuh-Miller Lumber Co., Selma, Ala., wants three second-hand tubular boilers, 72 inches by 16 feet, complete with stack and fixtures; must stand inspection for 110 to 125 pounds steam pressure.

Bottles.—Jas. N. Waters, president Rubright Liniment Co., 15 Broad street, Newbern, N. C., wants bottles.

Bridge Construction.—R. C. Hollyday, Chief of Bureau Yards and Docks, Navy Department, Washington, D. C., will receive sealed proposals until October 3 for constructing steel single-leaf railway rolling-lift bridge at navy-yard, Washington. Plans and specifications can be obtained on application to Bureau or Commandant of navy-yard.

Bridge Construction.—Anderson and Greenville counties, South Carolina, will open bids September 15 at bridge site on Saluda river for building steel bridge at Holiday's bridge, near Honea Path, S. C., and for steel bridge on Saluda river between both counties at bridge site known as Kay's and French bridge, near Honea Path; both counties will

also open bids September 14 for building steel bridge at Pelzer, S. C., and for steel bridge on Saluda river between both counties near Belton, S. C.; S. O. Jackson, Supervisor Anderson county, Anderson, S. C.; J. P. Goodwin, Supervisor Greenville county, Greenville, S. C.; plans and specifications made known on day of letting.

Bridge Construction.—Marion County Commissioners, S. T. Sistrunk, clerk, Ocala, Fla., will open bids September 9 for constructing steel bridges across Oklawaha river at Sharp's Ferry and at Moss Bluff Ferry; copies of plans and specifications may be obtained at office of Austin Bros., architects, Atlanta, or on application to Mr. Sistrunk.

Bridge Work.—J. Barry Mahool, president Board of Awards, will receive separate sealed proposals until September 9 addressed Board of Awards, care of City Register, City Hall, Baltimore, Md., for furnishing 15-inch track stringers and connections and erecting them in place on Guilford-avenue bridge over Jones falls; specifications and proposal sheets will be furnished on application to office of Department of Public Improvements, subdepartment of City Engineer, B. T. Pendall, City Hall, Baltimore.

Bridges.—G. N. Nickels, county supervisor, Abbeville, S. C., wants six steel bridges.

Building Materials.—Roy K. Heaton & Co., 216 Raymond Building, Spartanburg, S. C., want catalogues of building materials and supplies of interest to architects.

Building Materials.—Virginia Steel & Iron Specialty Co., 422 County street, Portsmouth, Va., wants to correspond with manufacturers of all kinds of building materials.

Bulldozer.—Norton Machinery Co., 823 West 6th street, Cincinnati, Ohio, wants bulldozer to form 6x1-inch.

Can Machinery.—J. C. Godoy, care of Argentine Consulate, 80 Wall street, New York, wants data and prices on canning machinery. See "Canning Machinery."

Canning Machinery.—J. C. Godoy, care of Argentine Consulate, 80 Wall street, New York, wants information and prices on canning machinery; include estimates for plant of 1000 to 2000 cans daily capacity, for peaches, apricots, plums, pears and cherries; complete details requested.

Canning Machinery.—H. W. Ragan, Ruston, La., wants information and prices on canning equipments.

Cannery.—A. Elmo Hammonds, 1209 Sheridan avenue, Lawton, Okla., wants to correspond with manufacturers of canning machinery; wants information and prices and names of publications on canning.

Cement.—Unit Brick & Tile Co., Charlotte, N. C., wants prices on cement.

Cement Floors, etc.—See "Heating Apparatus."

Canning Machinery.—H. W. Blanks, 235 Bushkill street, Easton, Pa., wants to correspond with manufacturers of canning machinery.

Concentrating Plant.—Carter's Valley Zinc Co., F. M. Bowman, secretary, R. F. D., Bloomingdale, Tenn., will want concentrating plant of 50 tons capacity in 10 hours.

Concrete Sidewalks.—See "Macadamizing, etc."

Construction.—Quartermaster, U. S. Marine Corps, Washington, D. C., will open bids September 16 for constructing concrete walks, brick wall, drains, furnishing iron fence and grading parade ground at Marine Barracks. Plans, specifications, proposal blanks and other information at above address.

Cork Insulation.—Jacob Peters, 33 Vansant Building, Baltimore, Md., wants bids on cork insulation.

Cotton Compress.—E. T. Miller, manager Fairview Roller Mills, Trinity, N. C., wants small cotton press to take cotton from 30-saw gin, press and bale it.

Cotton Mill.—H. W. Ragan, Ruston, La., wants information and estimates on complete cotton mill.

Crane.—Jos. E. Bowen, 901 Bank of Commerce Building, Norfolk, Va., in market for 10-ton crane.

Crusher.—See "Quarry Machinery."

Desks.—F. M. Watts, Pryor Creek, Okla., wants prices on desks for \$30,000 school building.

Drainage Machinery.—Texarkana Trust Co., Texarkana, Ark., wants addresses of builders or contractors of dredgeboats used in dredging drainage ditches in swamp-land reclamation.

Dredgeboats.—See "Drainage Machinery."

Drill.—Carter's Valley Zinc Co., F. M. Bowman, secretary, R. F. D., Bloomingdale,

Tenn., wants drill and drill sharpener. (See "Mining Machinery.")

Electrical Industrial Railway.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until September 23 to furnish 15,000 feet trackage, with 12 electric locomotives and 24 flat cars. Blanks and general information relating to Circular No. 465 obtainable from above office or offices of assistant purchasing agents, 24 States street, New York; Custom-house, New Orleans, La., and 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer offices in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Electrical Machinery.—J. S. Dovel, Bridgewater, Va., wants dynamos. (See "Power Plant.")

Electrical Transmission.—J. S. Dovel, Bridgewater, Va., wants estimates on transmission of electricity. (See "Power Plant.")

Electric Equipment.—Paul E. Divine, treasurer Mountain Branch, N. H. D. V. S., National Soldiers' Home, Tenn., will receive sealed proposals until September 28 for furnishing all labor and material necessary for complete construction of additional arc lights; plans and specifications on file at office.

Electric-light Plant.—Crescent Liquor Co., 415 Baltimore street, Clarksburg, W. Va., will possibly want electric-light plant of about 30 horse-power.

Elevator.—Treasury Department, office of Supervising Architect, Washington, D. C. Sealed proposals will be received until September 24 for installation of hydraulic freight lift in United States Custom-house in accordance with specification, copies of which may be obtained at this office or at office of custodian, at discretion of Supervising Architect; James Knox Taylor, Supervising Architect.

Elevators.—Bailey & Howard, 221 North 21st street, Birmingham, Ala., want estimates on combination electric elevators for mercantile building.

Elevator.—Treasury Department, office of Supervising Architect James Knox Taylor, Washington, D. C. Sealed proposals will be received until September 23 for electric passenger elevator in U. S. postoffice and courthouse at Raleigh, N. C., in accordance with drawing and specification, copies of which may be obtained at this office at discretion of architect.

Engine.—See "Gas Engine."

Engine.—See "Gasoline Engine."

Engines.—See "Gas Engines."

Fertilizing Machinery.—See "Bone Mill."

Fire Escapes.—Bailey & Howard, 221 North 21st street, Birmingham, Ala., want fire escapes for \$40,000 mercantile building.

Fireproof Vault.—Harrison County Supervisors, F. S. Hewes, clerk, Gulfport, Miss., invite plans and specifications for fireproof vault; to open plans on September 7.

Float Checks.—See "Rubber Balls."

Flooring.—Geo. A. Clayton, 172 Meeting street, Charleston, S. C., wants prices on 65,000 feet factory maple flooring.

Flour Mill.—J. S. Dovel, Bridgewater, Va., wants prices on 100-barrel flour mill, electric driven.

Flour Mill.—Slate River Milling Co., Slate River Mills, Va., wants complete flour mill; to be set 120 feet from water-wheel; has turbine wheels.

Gas Engine.—Aseptino Manufacturing Co., 510 Asylum avenue, Knoxville, Tenn., will buy gas engine.

Gas Engines.—A. B. Whitman, manager Endeavor Mining & Investment Co., Frisco Building, Joplin, Mo., wants two, three and four horse-power natural-gas engines.

Gasoline Engine.—A. M. Carter, Jr., Box 3, Reynolds, Ga., wants agency for gasoline engine; will buy small engine to exhibit.

Gasoline Engine.—G. E. Ruhmann & Bro., Schulenburg, Texas, want 10-horse-power gasoline engine.

Hardware.—Richardson & Blumgardt, Norfolk, Va., want cast and wrought-iron bolts, washers, etc.

Hardware.—Southern Blower & Manufacturing Co., Memphis, Tenn., wants addresses of manufacturers of hardware for metal doors and windows.

Heating.—F. M. Watts, Pryor Creek, Okla.,

wants prices on steam-heating apparatus for \$30,000 school building.

Heating Apparatus.—Bids will be opened September 14 for steam heat, plumbing, sewerage, cement floors, sidewalks and shell roads for school building at Houston, Texas; certified check, 10 per cent. amount of bid; plans and specifications on file at office of Ole J. Lorehn, architect, Houston, and at office of City Secretary; H. B. Rice, Mayor. (See "Schools.")

Heating Apparatus.—Robert W. Goodnow, secretary Board of Public Works, Kansas City, Mo., will receive proposals until September 11 for installing boilers and sundry heating apparatus at city workhouse; each bidder must submit proposal with a certified check to Gus Pearson, City Comptroller, to the amount of 10 per cent. of price furnished; plans and specifications on file at office of Robt. W. Goodnow, secretary Board of Public Works, third floor, City Hall.

Heating Plant.—M. R. Morgan, cashier, Eagle Rock Bank, Eagle Rock, Va., wants prices on heating apparatus for \$5000 bank and office building.

Heating Plants.—Hamilton County Board of Education, care of J. B. Brown, Court-house, Chattanooga, Tenn., will receive bids (postponed) until September 8 for steam-heating plants for following school buildings: Old Normal College, Hill City; \$16,000 school, Hill City; \$18,400 building at Sale Creek, and \$18,845 grammar school at Hixson. (Lately noted.)

Hominy Mill.—Times-Enterprise Publishing Co., Thomasville, Ga., wants addresses of manufacturers of grists or hominy machinery.

Ice Plant.—R. E. Medford & Co., Bonham, Texas, wants prices on equipment for \$150,000 ice plant.

Iron and Steel Work.—See "Building Materials."

Levee Construction.—W. B. Miller president St. Francis Levee District Commissioners, Memphis, Ark., P. O. Memphis, Tenn., will receive sealed proposals in duplicate until September 16 for construction of approximately 1,135,000 cubic yards of levee work and approximately 335,000 cubic yards enlargement work. Bids will be received to complete by February 1, 1909, and also complete by February 1, 1910. Information, blank forms, proposals, etc., furnished upon application to B. G. Covington, chief engineer, 168 Randolph Building, Memphis, Tenn.

Levee Construction.—Mississippi River Commission, Fourth District, 1539 Louisiana avenue, New Orleans, La., will receive proposals until September 18 for construction of about 37,000 cubic yards of earthwork in the Lake Borgne Levee District; information on application; Harry Burgess, Captain, Engineers.

Levee Construction.—Mississippi River Commission, Fourth District, 1539 Louisiana avenue, New Orleans, La., will open proposals for constructing about 167,000 cubic yards of new levee in the Pontchartrain Levee District September 18; information on application; Harry Burgess, Captain, Engineers. Linings (Paper).—See "Paper Liners."

Logging Cars.—R. A. Zoeller, Tarboro, N. C., in market for 10 second-hand logging cars (Russell preferred).

Lumber.—Richardson & Blumgardt, Norfolk, Va., telegraph the Manufacturers' Record they want bids on lumber as follows: 150,000 feet, board measure, 8 inch by 10 inch by 10 feet to 16 feet; 125,000 feet, board measure, 3 inch by 12 inch by 12 feet and 16 feet; 75,000 feet, board measure, stock sizes, long-leaf Southern merchantable pine; for constructing coal pier.

Macadamizing, etc.—J. W. Scott, Canton, N. C., will open proposals September 20 for grading, macadamizing and constructing concrete sidewalks.

Machine Tools.—See "Punch and Shear," "Steam Hammer" and "Bulldozer."

Machine Tools.—G. E. Ruhmann & Bro., Schulenburg, Texas, want rotary shear with throat capacity up to cut No. 8 sheet metal; punch press to work No. 10 steel; gap riveter belt drive; machine for punching wrought washers; belt-drive punching machine, holes up to one inch.

Mill Machinery.—See "Hominy Mill."

Mining Machinery.—Carter's Valley Zinc Co., F. M. Bowman, secretary, R. F. D., Bloomingdale, Tenn., wants prices on air compressor, drill and drill-sharpening machine.

Miscellaneous Mechanical Supplies.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until September 24 to furnish hose, trolleys and bridge drives, marine boilers, wire screening, steel, anchors, handcars, leather belting, tackle and snatch

blocks, saw blades, callipers, chisels, rasps, rope clips, hose clamps, paints, varnish, shellac, white zinc, red lead, white lead, Japan drier, turpentine; linseed, dynamo, lard and castor oils; acids, boiler compound, cutting compound, lubricating grease, roofing cement, cotton duck, etc. Blanks and general information relating to Circular No. 464 obtainable from above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans, La., and 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer offices in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Mixers.—Unit Brick & Tile Co., Charlotte, N. C., wants prices on mixers.

Paper Liners.—J. Supple's Sons Planting Co., Bayou Goula, La., in market for 10,000 to 15,000 paper liners for sugar barrels.

Paving.—City Clerk, City Hall, Anniston, Ala., will receive bids until September 10 for material and labor for paving with bitulithic or concrete Noble, 10th, 11th, 12th and 13th streets; approximate amount, 15,750 yards; certified check, \$2500; E. P. Cooper, Mayor pro tem.

Paving, etc.—J. Barry Mahool, president Board of Awards, will receive separate sealed proposals until September 9, addressed Board of Awards, care of City Registrar, City Hall, Baltimore, Md., to grade, curb, gutter and pave with macadam Granada avenue from Liberty road to western city limits and Springdale avenue from Oakdale avenue to western city limits. Each bidder must fill in name of surety company with whom he will bond and attach proposal from surety company showing willingness to bond. Compliance of bidders with conditions will be considered condition precedent to award of contract. Certified check of bidder on some Clearing-house bank, made payable to Mayor and City Council of Baltimore, must accompany each bid. Plans and specifications on file at office of Commissioners for Opening Streets, City Hall Annex, Hoen Building, Baltimore, Md.

Paving, etc.—See "Macadamizing, etc."

Plumbing.—See "Lavatories."

Plumbing, etc.—See "Heating Apparatus."

Pneumatic Tools.—Richardson & Blumgardt, Norfolk, Va., want air tools and equipment.

Power Plant.—J. S. Dovel, Bridgewater, Va., wants water-wheels and dynamos; also estimates on transmission of electricity.

Printing.—Jas. N. Waters, president Rubright Liniment Co., 15 Broad street, Newbern, N. C., wants price on printing.

Pumping Station.—Geo. L. Hume, president Water, Light & Power Commission, Austin, Texas, will receive bids until September 19 for furnishing materials and construction of reinforced concrete pumping station, 63 feet 6 inches by 89 by 35 feet 4 inches (in extreme height), including foundation for two pumps; plans and specifications on file at office of Walter G. Kirkpatrick, Jackson, Miss.

Punch and Shear.—Norton Machinery Co., 828 West 6th street, Cincinnati, Ohio, wants double-end punch and shear, to cut 6x1 inch.

Quarry Machinery.—Southern Mineral & Land Improvement Co., J. F. Coleman, chief engineer, 920 Hibernia Building, New Orleans, La., wants new or second-hand equipment to quarry and crush 350 tons limestone per 10-hour day.

Rails.—R. A. Zoeller, Tarboro, N. C., in market for one mile 30-pound relaying rails.

Rails.—Hardy Greenwood, P. O. Box 813, San Antonio, Texas, wants about 300 tons 30-pound relayers and 500 tons 40-pound relayers; some will be accepted in seconds or rerolling rails, for sidings.

Railway Equipment.—See "Rails," "Logging Cars" and "Skidders and Loaders."

Road Construction.—Board of Park Commissioners, S. B. Cook, chairman, Chattanooga, Tenn., will open bids September 12 for constructing road through Jackson Park. Blank proposal forms and specifications furnished by chairman; certified check \$250, payable to T. J. Gillespie, City Treasurer.

Road Construction.—J. C. Bowerman, secretary State Road Commission, Union Trust Building, Baltimore, Md., will receive bids until September 16 for constructing 1800 feet State highway along Denton-Greensboro road; bids must be made upon blanks furnished by commission upon application and

payment of \$2; all bids must be accompanied by certified check for \$500, payable to State Roads Commission.

Road Construction.—J. C. Bowerman, secretary State Road Commission, Union Trust Building, Baltimore, Md., will receive proposals until September 16 for constructing 5500 feet of Lewis Trice road between American Corners and Federalburg; bids must be made upon blanks furnished by commission on application and payment of \$2; all bids must be accompanied by certified check for \$500, payable to State Roads Commission.

Roofing.—A. B. Mahan, First National Bank, Jellico, Tenn., wants prices on carload slate roofing about 8x16; to order within 60 days.

Rubber Balls.—Geo. B. Hiett, care of H. M. Lockett & Co., New Orleans, La., wants addresses of manufacturers of aluminum and hard rubber balls; one inch diameter; to be used as boat check.

Saw.—Ford-Osborne Lumber & Mill Co., Dallas, Texas, wants circular resaw. (See "Woodworking Machinery.")

School Furniture.—See "Desks."

Sewerage.—J. B. Aswell, president Board of Administrators Louisiana State Normal School, Natchitoches, La., will receive sealed bids for construction of sewerage and sewerage-disposal system at State Normal School until September 16; proposals must be addressed to J. B. Aswell, president, and plainly marked "Proposals for constructing sewerage and sewerage-disposal plant;" each bid to be accompanied by cash or certified check for \$200; plans and specifications on file at office of president or at office of Ira W. Sylvester, engineer, Alexandria, La.

Sewer Construction.—Board of Aldermen, Vicksburg, Miss., will receive bids until September 14 for constructing complete system of house sewers, approximating 30 miles of 27-inch to 8-inch pipe sewers, with manholes, flushtanks, etc.; specifications, etc., obtainable from Walter G. Kirkpatrick, consulting engineer, Jackson, Miss., or H. J. Trowbridge, City Clerk. (Date postponement.)

Sewing Machines.—H. M. de Montmollin, Palatka, Fla., wants addresses of manufacturers of machinery for stitching canvas belting.

Sharpening Machines.—See "Mining Machinery."

Sheet Metal.—Unit Brick & Tile Co., Charlotte, N. C., wants prices on special sheet-metal work.

Singletree Irons.—Hawkins & Garrison, Woodstock, Ga., want prices from manufacturers on irons for heavy and light weight singletrees; in large quantities.

Skidders and Loaders.—R. A. Zoeller, Tarboro, N. C., in market for two second-hand 20 or 25-horse-power skidders and loaders to set up over track.

Slate Roofing.—See "Roofing."

Soap Materials.—E. Assenmacher, Rue du Marche 64, Brussels, Belgium, wants to represent exporters of cotton waste and maize oil for soap manufacturing.

Steam Hammer.—Norton Machinery Co., 828 West 6th street, Cincinnati, Ohio, wants 1500-pound steam hammer.

Vault.—See "Fireproof Vault."

Water-wheels.—J. S. Dovel, Bridgewater, Va., wants water-wheels. (See "Power Plant.")

Water-works.—J. W. Scott, Town Clerk, Canton, N. C., will open proposals September 20 for construction of water-works.

Wire-fence Machinery.—J. E. Bailey, Lexington Court House, S. C., wants addresses of manufacturers of machinery for weaving wire fencing; machinery operated by steam or water.

Wire Screens.—Office Constructing Quartermaster, Fort Sam Houston, Texas.—Sealed proposals will be received till September 22 for furnishing and installing wire screens on 39 buildings; specifications furnished on application; L. J. Fleming, Constructing Quartermaster.

Woodworking Machinery.—Ford-Osborne Lumber & Mill Co., Dallas, Texas, in market for 12-inch outside molder; sash coping machine; Norris pulley style mortiser; 18-inch turning lathe; automatic knife grinder and circular resaw; new or second-hand. Send full description, cut of each machine, lowest price f. o. b. cars Dallas.

Woodworking Machinery.—J. L. Roark estate, Greenville, Ky., wants catalogues and trade prices on machinery for wood carving, turning and engraving.

If you wish to keep posted on the progress of the South, read the
MANUFACTURERS' RECORD.
Price \$4 a year, or six months for \$2.

INDUSTRIAL NEWS OF INTEREST

Wants Gasoline Engine Agency.

A. M. Carter, Jr., Reynolds, Ga., wants to secure the agency for a gasoline engine.

Table Factory for Sale.

By order of court, the complete plant of the Greensboro Table Co. will be offered for sale on September 21. Full details can be obtained by addressing Robert C. Hood, receiver of the company, Greensboro, N. C.

Crocker-Wheeler Co.'s New Office.

An office has been established in the Gumbel Building, Kansas City, Mo., by the Crocker-Wheeler Company of Amper, N. J., for the sale of Crocker-Wheeler motors, dynamos, transformers, switchboards, etc. This new office is in charge of A. W. Paine.

Garments from Natural Skins.

Messrs. Herman Schmerl & Co. are well known as specialists in fine furs and for manufacturing all kinds of garments to order from natural skins. They deal extensively in fine furs and import large quantities for the trade. Schmerl & Co. are established at 28 West 31st street, New York.

W. D. Shaler Elected Secretary.

The Doubleday-Hill Electric Co., 913 Liberty street, Pittsburg, Pa., announces that it has elected W. D. Shaler president to succeed to the office left vacant by the recent death of his brother, H. G. Shaler. All kinds of electrical supplies are manufactured and dealt in by the company.

For Raymond Concrete Piles.

The Raymond Concrete Pile Co., 140 Cedar street, New York, has received contract for placing Raymond concrete piles in the foundation of the Frederick Crunden Branch Library, St. Louis. Contract for placing Raymond concrete piles in the foundations of the Trumbull School, Chicago, has also been awarded to the Raymond Concrete Pile Co.

Again Names Geo. M. Myers.

The Mayor of Kansas City, Mo., has again selected Geo. M. Myers on an important municipal board for that city. He has appointed Mr. Myers as one of the Fire and Water Commissioners. Mr. Myers was appointed on the Utilities Commission some time ago. He is general manager of the Standard Fire Extinguisher Co. of Kansas City.

Ludowici-Celadon Roofing Tiles.

A product for which the demand is steadily increasing is the terra-cotta roofing tile manufactured by the Ludowici-Celadon Company of Ludowici, Ga. This company is announcing its establishment of Southeastern sales offices at Room 700 Candler Building, Atlanta, Ga., where correspondence is invited regarding the purchase of roofing tile or the laying of roofs.

Roy K. Heaton & Co., Architects.

Messrs. Rudolph E. Lee and Roy K. Heaton announce the formation of Roy K. Heaton & Co., who will act as architects for all kinds of buildings. They have established their offices at 216-217 Ravadson Building, Spartanburg, S. C., and invite manufacturers to send catalogues of building materials and supplies that will interest architects. Prospective builders are invited to correspond regarding plans and specifications.

Sidney Elevators and Dumbwaiters.

Among the companies manufacturing elevators and dumbwaiters is the Sidney Elevator Manufacturing Co. of Sidney, Ohio. This company has established a high reputation for its hand and power freight elevators, dumbwaiters and other specialties, for which the demand has been increasing steadily. In fact, some months ago it became necessary for the company to enlarge its facilities for production, and recently it moved into its new factory building at Miami avenue and Shelby street.

Baltimore-Made Lighting Fixtures.

Gas or electric-lighting fixtures and combination fixtures for both gas and electric lighting are in steady demand because of the continuation of building activities in various parts of the country. In the South many structures are being erected, and lighting fixtures made in Baltimore are assisting to meet the demand there. The New York Gas & Electric Fixture Co., 418 North Calvert street, Baltimore, manufactures to meet the needs of architects, contractors and building owners and invites investigation of its products. This company intends to make special efforts to extend its trade in the South.

Raymond Concrete Pile Contracts.

Engineers and builders are demanding the Raymond concrete pile every day, as is evidenced by contracts being awarded to the Raymond Concrete Pile Co., 140 Cedar street, New York. The company's recent contracts include piles (the sixth contract) for work on the new hospital extension on Ellis Island, New York; for the foundation of the Victor A. Hardy Realty & Construction Co. building at 124 White street, New York, and for the foundations of the new telephone exchange for the Chicago Telephone Co., Chicago. The latter is the second building for that company in which Raymond concrete piles were demanded.

Over 6000 Barrels of Portland Cement

The demand for the cement manufactured by the Maryland Portland Cement Co. is evidently rapidly increasing. This company recently completed its large modern plant at Security, near Hagerstown, Md., and is now actively engaged in securing and filling orders. It has received during the past week a contract to furnish between 6000 and 7000 barrels of Portland cement to be used by Elmore & Hamilton in building the piers and abutments of the bridge under construction over the Potomac river at Williamsport, Md. The Maryland Portland Cement Co.'s main offices are at 820 Equitable Building, Baltimore, Md.

L. W. Duke Appointed Superintendent

The Electromechanical Company, 226 East Pleasant street, Baltimore, Md., has appointed L. W. Duke superintendent, replacing F. C. Perry, who resigned. Mr. Duke was for years superintendent of construction in the electrical department of the Baltimore & Ohio Railroad, and during the past year has been superintendent of the General Electric & Inspection Co. of New York. Recent increases in the Electromechanical Company's trade made it necessary to secure a repair man of wide experience and thoroughly qualified for reconstructing and repairing all kinds of electrical equipment, intricate and otherwise, and Mr. Duke was selected.

Carthage Superior Limestone Co.

The Carthage Superior Limestone Co. of Carthage, Mo., has been operating its plants day and night since June 1 in order to keep pace with the demands for its crushed limestone and marble. It believes this activity is due to increasing building operations in Kansas, Oklahoma, Texas, Nebraska, Missouri and Arkansas, as well as to the trade its management has developed in an extensive new territory. Carthage limestone and marble are used for all kinds of building and manufacturing operations and for various classes of construction. The company is prepared to send to inquirers full details of the numerous uses to which its product is being adopted every day.

Orders for National Paint.

The National Paint Works, Williamsport, Pa., has received an order from the Carolina, Clinchfield & Ohio Railroad for paint for the Copper Creek bridge, which will be painted with the National No. 16 carbon black and No. 400 carbon and oxide. This bridge is 1100 feet long and 170 feet from stream to top of rail. A number of other important steel structures on this and other roads are being painted with these paints. The National Paint Works has also received an order for its No. 300 red lead and No. 16 carbon black for painting the new Cumberland River bridges at Nashville, Tenn., being built by Davidson county. Seven million pounds of steel is required in the construction.

Offering a Cotton-Mill Property.

Manufacturers or capitalists who may be in a position to consider the purchase of an established Southern cotton-mill property are invited to write to J. Pembroke Thom, 1296 Continental Building, Baltimore, Md., for particulars regarding the offering of the Thistle Mills Co. This corporation is now under receivership. It includes lands, mill buildings, 7000 spindles, accompanying looms, carding and warping machinery, operatives' and officers' cottages, machine shop, general store and other adjuncts of a modern cotton-milling proposition. An illustrated book, presenting every detail, has been issued by the receivers, Messrs. Thom, W. H. Brune, 1243 Calvert Building, and E. G. Miller, Jr., 511 Calvert Building, Baltimore.

Columbian System of Reinforcement.

The Columbian system of reinforcement will be used in constructing the four-story reinforced concrete building for the Advertiser, Montgomery, Ala. Contract for the

system was awarded to the Columbian Concrete Steel Bar Co., 501 Union National Bank Building, Pittsburg, Pa. This company has also secured contract for the Columbian system of reinforcement for the construction of Dr. Harris' school buildings at Key West, Fla. These will have solid reinforced concrete walls, floors and roof, the Columbian system of reinforcement being used throughout. The building at Montgomery is understood to be practically the first reinforced concrete structure in that city, and will be watched with considerable interest by architects and builders there.

Shipping Oil-Mill Machinery from Dayton.

Among the manufacturers who have found a continuation of demands for their products during the recent summer weeks is the Buckeye Iron & Brass Works of Dayton, Ohio. This company manufactures mechanical equipments for cottonseed and other oil mills, and since July 1 has shipped 25 carloads of machinery, including complete equipments. Its wave-line grinding plate for grinding mills is being called for largely, and an increased trade is anticipated. The Buckeye company has a large modern plant, where oil-mill machinery is designed and built, and among its offerings is a disc huller which is becoming popular with discriminating purchasers of this class of equipment.

The Dayton Ice Machine Co.

An announcement from Ohio will interest those who are concerned in the installation of improved ice manufacturing and refrigerating machinery. It tells of the Dayton Ice Machine Co., which has a modern plant for building improved equipment, including refrigerating machines of from 1 to 15 tons capacity. This company is prepared to submit estimates for new ice and refrigerating plants for any kind of industry, and for the enlargement or improvement of established ice and refrigerating plants. Joseph R. Mann is the company's president and treasurer; Lawrence M. Johnston is vice-president, and Chas. C. Bosler is secretary; offices and plant at 1101-1121 East 2d street, Dayton, Ohio. This company was formerly the United States Automatic Ice Machine Co.

Reducing Automobile Tire Prices.

An announcement of unusual interest to dealers in and owners of automobiles of all classes refers to reductions in the prices of rubber tires for motor-driven vehicles. This reduction is announced by the Diamond Rubber Co. of Akron, Ohio, and states that the reduction in Diamond tires is effective September 1 and averages 15 per cent. The change places quick detachable tires on the same price basis as the regular clinchers for one-piece rims. This is important, because quick-acting rims are being more generally used every day. On every type of tire, including both tubes and casings, Diamond prices will be materially lower for 1909, and doubtless new stimulus will thereby be given to the manufacture and use of automobiles. The Woodward Supply Co., New Orleans, La., has the agency for Diamond tires in that city and territory.

An Important Piping Installation.

A contract obtained recently by the Benjamin F. Shaw Company of Wilmington, Del., from the Roden Coal Co. of Marvel, Ala., involves furnishing and erecting piping installation from three boilers and connections to two hoisting engines and one engine for electrical power. The installation consists of seven-inch boiler connections fitted with automatic stop check valves, 12-inch main steam header, with connections to hoisting engines, and lighting engine as noted; valves for all high-pressure steam work to be suitable for 200 pounds steam pressure and 100 degrees superheat; all pipe six inches and larger under steam pressure to be fitted with rolled steel flanges applied by Shawco process; steam line from boiler-house to hoisting engines and lighting engine is carried up side of hill and supported by steel towers and cables. Another Shaw contract is for piping installation with the Equitable Securities Co., Pine Bluff, Ark.; this is to consist of piping connections for four 300-horse-power boilers, two 300-kilowatt Curtis steam turbines and two 2500-foot two-stage triple-expansion pumping engines and necessary boiler-feed pumps, condensers, circulating and air pumps, steam-driven exciters, feed-water heater and other auxiliaries; high-pressure steam part of this installation consists of cast-steel flanged fittings and valves designed for 200 pounds working steam pressure and 100 degrees superheat; all pipe four inches and larger to be full card weight fitted with rolled-steel flanges applied by the Shawco process; all of condenser, exhaust steam and low-pressure water piping to consist of stand-

ard pipe and fittings and flanged end outside screw valves.

Chemically Pure Iron Sheet.

The American Rolling Mill Co., Middletown, Ohio, makes the following interesting announcement: "Realizing that the old-fashioned iron roofs, shingle nails and wire gave better satisfaction and lasted so much longer than the present-day steel sheets, an investigation was made to ascertain why. In 1895 Dr. A. S. Cushman of the United States Department of Agriculture wrote an article on the corrosion of fence wire. Following out a suggestion in this article, a metal was produced that resisted corrosion better than steel. By constant experiments it was developed that the purer the metal was made the better it would resist rusting. With this point in mind it was decided to make an iron that would be practically free from impurities. Great difficulties prevented the accomplishment of this task for some time until by a new discovery and a special process the desired results were given, and the trade is now able to obtain an iron sheet or roof which is practically chemically pure. This is the American ingot iron rust-resisting sheets, which are 99.94 per cent. pure. This announcement means a great deal to the consumers of black and galvanized sheets, metal roofing, corrugated culverts, etc. It means that the constant trouble due to the rapid corrosion of steel sheets, roofs, gutter, spouting, etc., is a thing of the past. The most interesting fact regarding American ingot iron is that the company producing this material does not charge two or three exorbitant prices for this material, but offers it to the trade on a reasonable basis. Corrosion tests prove that it is superior to charcoal iron and infinitely superior to steel."

Drilling in Mine Developments.

A report of the consulting engineer (Wm. R. Wade) of the Azure Mining Co. of Tyrone, N. M., presents most satisfactory results in drilling instead of sinking shafts in the development of that company's properties. It calls attention to the situation that was met and tells how readily \$10,000 was saved by the use of the Cyclone drill. Mr. Wade says: "Our machine is a No. 4 combination, using cable, hollow rods and core attachment. In hole No. 1 we used the cable tools to 150 feet, making a four-inch hole; put on core attachment, took a few feet of core which cut a three-inch hole, found out the kind of rock we were in, filled the hole up with hard pebbles to the bottom of the four-inch hole, put down cable drill and reamed out the three-inch hole and continued drilling. We can cut 30 feet per eight and one-half working hours of four-inch hole with the cable tools. We assay the mud that is pulled up with the sand pump. While chalcocite assays badly, we prevent loss of values by using very little water and keeping the mud thick. We encountered good ore at 235 feet in our first hole, which was encouraging. We shall churn most of our holes, putting down a few core holes at 400 to 500 feet intervals. We move from hole to hole by using the hoist on the drill. Six barrels of water and three-eighths of a cord of juniper wood (equal to pine, cedar or similar soft wood in fuel value) is what we require. The costs for sinking, drilling (\$1 per foot), etc., include interest on all machinery, repairs, costs of assaying, superintendence, etc., not just the bare cost of actual labor. The 50 cents per foot for drilling is, of course, for labor, interest on drill, supplies, and allows \$1 a day for repairs, but does not include office expenses, superintendence, assaying, etc. We use a crew of three men, as we find the work goes faster." The Cyclone Drill Co. of Orrville, Ohio, manufactures the drill named.

TRADE LITERATURE.

Railway Equipment Catalogue.

Dealers in and users of railway equipment will be interested in an attractive catalogue which has recently been issued by Frank Davis, 213 Hennen Building, New Orleans, La. This publication is illustrated and is printed in both English and Spanish.

W. & M. Telephone Wire News.

The W. & M. Telephone Wire News for August is now being distributed by its publisher, the American Steel & Wire Co. of Chicago, New York and other cities. It presents some timely and interesting information for the benefit of telephone companies and constructors of telephone systems, with especial reference to the character of wire manufacturer in the American plant. The information presented this month is com-

(Continued on Page 76.)

PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids. (When date is not given it has not been fixed.)		Published in— Daily Manu- facturers' Record.
BRIDGES, CULVERTS, VIADUCTS.		
Sept. 7	*Fayetteville, N. C.	July 30 Aug. 6
Sept. 7	*Iron Bridge, Speedwell, Va.	Aug. 6 Aug. 13
Sept. 9	*Steel Bridge, Ocala, Fla.	Aug. 13 Aug. 20
	Railroad Bridge, Douglas, Ga.	Aug. 22 Aug. 27
Oct. 1	*Iron or Steel, Stanford, Ky.	Aug. 26 Aug. 27
	*Six Steel Bridges, Abbeville, S. C.	Aug. 31 Sept. 3
Oct. 3	*Rolling Lift Bridge, Washington, D. C.	Aug. 31 Sept. 3
Sept. 15	*Anderson, S. C.	Sept. 2 Sept. 3
Sept. 14	*Anderson, S. C.	Sept. 2 Sept. 3
Sept. 9	*Ocala, Fla.	Sept. 2 Sept. 3
MISCELLANEOUS CONSTRUCTION WORK.		
Sept. 7	*Levee, Greenville, Miss.	Aug. 11 Aug. 12
Sept. 8	Intercoastal Canal, Gueydan, La.	Aug. 12 Aug. 13
Sept. 14	Wharf and Approaches, Fort Sumter, S. C.	Aug. 17 Aug. 20
Sept. 2	*Steam-heating Plant, Owings Mills, Md.	Aug. 20 Aug. 27
Sept. 5	*Drainage Ditches, Houston, Texas.	Aug. 22 Aug. 27
Sept. 24	*Plumbing System, Baltimore, Md.	Aug. 25 Aug. 27
Sept. 7	*Fireproof Vault, Gulfport, Miss.	Aug. 27 Sept. 3
Sept. 16	*Drain, Brick Walls, etc., Washington, D. C.	Aug. 28 Sept. 3
Sept. 16	*Levee Work, West Memphis, Ark.	Aug. 28 Sept. 3
Sept. 11	*Heating Plant, etc., Kansas City, Mo.	Aug. 29 Sept. 3
Sept. 18	*Levee Work, New Orleans, La.	Sept. 1 Sept. 3
Sept. 18	*Levees, New Orleans, La.	Sept. 2 Sept. 3
ROAD AND STREET IMPROVEMENTS.		
	Concrete Sidewalks, Muston, La.	June 26 July 2
	Paving and Sewers, Guyandotte, W. Va.	July 13 July 16
	Paving, Beaumont, Texas.	July 14 July 16
	Cement Sidewalks, Tusculum, Ala.	July 22 July 23
	Concrete Paving, Henderson, Ky.	July 21 July 23
	*Street Improvements, Fayetteville, N. C.	July 24 July 30
	Macadamizing, etc., Nashville, Tenn.	Aug. 12 Aug. 13
	*Bitulithic or Concrete, Anniston, Ala.	Aug. 20 Aug. 27
Sept. 21	*Concrete Sidewalks, etc., National Soldiers' Home, Va.	Aug. 20 Aug. 27
Sept. 14	*Macadamizing, Decatur, Ala.	Aug. 22 Aug. 27
Sept. 9	*Grading and Paving, Baltimore, Md.	Aug. 27 Sept. 3
Sept. 20	*Grading, Concreting, etc., Canton, N. C.	Aug. 31 Sept. 3
Sept. 16	*Roads, Denton, Md.	Aug. 31 Sept. 3
Sept. 16	*Roads, Federalburg, Md.	Aug. 31 Sept. 3
Sept. 12	*Park Road, Chattanooga, Tenn.	Sept. 1 Sept. 3
Sept. 10	*Street Paving, Anniston, Ala.	Sept. 2 Sept. 3
SEWER CONSTRUCTION.		
	Sewers and Paving, Guyandotte, W. Va.	July 13 July 16
	System, Fitzgerald, Ga.	July 14 July 16
	System for School, Taylor, Texas.	July 23 July 30
	Sewer System, Newton, Miss.	July 28 July 30
	Jail System, Prentiss, Miss.	Aug. 12 Aug. 13
Sept. 14	*Intercepting Sewer, Washington, D. C.	Aug. 19 Aug. 20
Sept. 14	*House System, Vicksburg, Miss.	Sept. 2 Sept. 3
WATER-WORKS.		
	Extension Mains, Fitzgerald, Ga.	July 14 July 16
	System for School, Conway, Ark.	July 22 July 23
	*Richlands, Va.	July 23 July 30
Oct. 5	*Artesian Well Drilling, Harrisonburg, La.	Aug. 11 Aug. 13
Sept. 7	*University, Ala.	Aug. 18 Aug. 20
	Reservoir, Gulfport, Miss.	Aug. 24 Aug. 27
Sept. 20	*Town System, Canton, N. C.	Aug. 31 Sept. 3
Sept. 19	*Pumping Station, Austin, Texas.	Sept. 1 Sept. 3
BANK AND OFFICE BUILDINGS.		
Sept. 7	Empire Construction Co., Birmingham, Ala., \$350,000.	July 2 July 9
	National City Bank, Birmingham, Ala.	July 28 July 30
	First National Bank, Coaburn, Va.	Aug. 12 Aug. 13
Sept. 7	Chamber of Commerce, Birmingham, Ala.	Aug. 20 Aug. 27
Feb.	Middletown Savings Bank, Middletown, Md.	Aug. 24 Aug. 27
Oct. 1	People's Bank & Trust Co., Selma, Ala.	Aug. 28 Sept. 3
Oct. 15	Audubon Hotel Co., New Orleans, La.	Aug. 31 Sept. 3
Sept. 5	Carson Lumber Co., Hugo, Okla.	Sept. 1 Sept. 3
Sept. 15	Bank of Northampton, Jackson, N. C.	Sept. 1 Sept. 3
Sept. 15	Wise County Bank, Wise, Va.	Sept. 1 Sept. 3
CHURCHES.		
	Chattanooga, Tenn., \$12,000.	June 18 June 25
	Mobile, Ala., \$78,000.	June 18 June 25
	First Baptist Church, Paris, Ky.	July 13 July 16
Sept.	Bishopville, S. C., \$15,000.	July 30 Aug. 6
	Washington, D. C., \$50,000.	Aug. 9 Aug. 6
	Hopkinsville, Ky.	Aug. 19 Aug. 20
Sept. 15	Laurel, Miss.	Aug. 22 Aug. 27
COURTHOUSES.		
	Martinsburg, W. Va.	July 15 July 16
Sept. 15	Nashville, Tenn., Remodeling, etc.	Aug. 11 Aug. 13
Sept. 4	Emory, Texas.	Aug. 17 Aug. 20
Nov. 3	Springfield, Ga.	Sept. 2 Sept. 3
GOVERNMENT AND STATE BUILDINGS.		
Sept. 30	U. S. Postoffice, etc., Cape Girardeau, Mo.	Aug. 1 Aug. 6
Sept. 14	U. S. Postoffice, St. Louis, Mo.	Aug. 3 Aug. 6
Sept. 17	Bond Vault, Washington, D. C.	Aug. 11 Aug. 13
Sept. 22	U. S. Postoffice, etc., Greenwood, S. C.	Aug. 13 Aug. 20
Sept. 28	U. S. Postoffice, etc., Dalton, Ga.	Aug. 17 Aug. 20
Oct. 1	U. S. Postoffice, etc., Charlottesville, Va.	Aug. 20 Aug. 27
Sept. 16	Barn, Shop, etc., National Soldiers' Home, Va.	Aug. 25 Aug. 27
Sept. 29	Lighthouse, Baltimore, Md.	Sept. 2 Sept. 3

Date to open bids.
(When date is
not given it has
not been fixed.)

		Published in— Daily Manu- facturers' Record.
HOTELS.		
	Pensacola (Fla.) Hotel Co., \$275,000.	June 20 June 25
	Port Arthur (Texas) Hotel Co.	Sept. 2 Sept. 3
MISCELLANEOUS STRUCTURES.		
	Masonic Temple, Brewton, Ala.	June 29 July 2
Sept. 7	Jail, Hernando, Miss.	Aug. 10 Aug. 13
	Anahuac, Texas; plans, not bids.	Aug. 11 Aug. 13
Sept. 15	Masonic Temple, Marion, Va.	Aug. 18 Aug. 20
Sept. 10	Y. M. C. A., Richmond, Va.	Aug. 20 Aug. 27
Jan. 1	Miller Store Co., Knoxville, Tenn.	Aug. 29 Sept. 3
MUNICIPAL BUILDINGS.		
	City Market, Beaumont, Texas.	July 14 July 16
Sept. 25	Truckhouse, Baltimore, Md.	Aug. 19 Aug. 20
SCHOOLS.		
	Attalla, Ala.	June 29 July 2
	Fort Worth, Texas.	July 11 July 16
	Wise, Va.	July 17 July 23
	Richmond, Ky.	July 23 July 30
	Baton Rouge, La.	Aug. 1 Aug. 6
	New Orleans, La.	Aug. 8 Aug. 13
Sept.	Frankfort, Ky.	Aug. 20 Aug. 27
Sept. 8	Rock Hill, S. C.	Aug. 22 Aug. 27
Sept. 15	College Station, Texas.	Aug. 25 Aug. 27
Sept. 8	Frankfort, Ky.	Aug. 25 Aug. 27
Sept. 9	Baltimore, Md.	Aug. 27 Sept. 3
Sept. 14	Houston, Texas.	Aug. 27 Sept. 3
Sept. 26	Houma, La.	Aug. 29 Sept. 3
Sept. 15	Lexington, Va.	Aug. 31 Sept. 3
Sept. 20	Canton, N. C.	Sept. 1 Sept. 3
Sept. 15	Snyder, Okla.	Sept. 2 Sept. 3

[Continued from Page 75.]

piled direct from the linemen who are working in the different localities, and therefore the data is "direct from the soil."

Reinforced Concrete Information.

The Trussed Concrete Steel Co. of Detroit, Mich., is distributing a leaflet of interest to architects and contractors. Its publication refers to rigidly connected diagonal shear reinforcement (Kahn trussed bars) versus loose vertical stirrups, including a report on tests on reinforced concrete beams made at the University of Wisconsin, Madison, Wis.

Pulverizers, Separators and Screens.

The American Pulverizer Co., 121 Pine street, St. Louis, Mo., is distributing a pamphlet which presents timely data regarding pulverizers for brick, Portland cement, coke, etc., air separators for separating and discharging dust from disintegrating machinery, and revolving screens for any dry material. Photographic views accompany the explanatory text.

Simplex Car and Track Jacks.

Simplex jacks for railroads and industrial plants, contractors and engineers are briefly described and illustrated by photographic views in a booklet now current. This little publication presents timely data for consideration by people who use lifting jacks for any purpose. It is issued by Messrs. Templeton, Kenly & Co., manufacturers of the jacks, 18 Sloan street, Chicago, Ill.

Jeffrey A-5 Electric Rotary Drill.

A powerful, serviceable and thoroughly efficient machine for drilling coal, slate, shale, rock salt, clay, gypsum, soft rocks, etc., is offered in the Jeffrey A-5 electric rotary drill. This machine is made by the Jeffrey Manufacturing Co., Columbus, Ohio, and can be depended upon to drill any material that can be penetrated by an auger bit. It is illustrated and described in the company's bulletin No. 16.

Monnot Copper-Clad Steel Wire.

It is stated that the advantages of both copper and steel are combined in Monnot copper-clad steel wire manufactured by the Duplex Metals Co., 208 Fifth avenue, New York. Monnot copper-clad steel is manufactured by a process invented by J. Ferrel Monnot, and it is the welding of the two metals which distinguishes this process. The process may be briefly described as welding a coating of copper to a steel ingot. This coated ingot is rolled to a rod and drawn to the desired size of wire by the usual methods. An illustrated booklet describing this process of manufacture and the product is now being distributed, and the publication includes tables of Monnot copper-clad electrical wire—bare and weatherproof.

A History of Stevens Firearms.

An interesting pamphlet is that issued by the J. Stevens Arms & Tool Co. to present a brief history of the development of the company's enterprise. It tells the story of the company in an entertaining way and is accompanied by photographic views of the Stevens plant and products; Joshua Stevens, the founder of the company, and others who have been or are concerned with Stevens

products. This company has extensive manufacturing facilities at Chicopee Falls, Mass., and its rifles have become known wherever perfect firearms are in demand.

Diamond Tires and Fire Hose.

Diamond solid rubber tires for fire apparatus and rubber and cotton jacket rubber-lined fire hose are described in an illustrated catalogue issued by the Diamond Rubber Co. of Akron, Ohio. The publication tells briefly but clearly the merits of rubber tires and hose, the results accomplished by their use, the economies effected by purchasers and other details of interest to buyers who want to obtain the best results at the least expense. It also presents some general tire and hose information that will interest purchasing officials of municipalities and private enterprises.

Marlin Rifles and Shotguns.

"The Gun For the Man Who Knows" is the motto which the Marlin Firearms Co. has printed on its new catalogue of Marlin repeating rifles and shotguns. Firearms bearing the name of Marlin have been known since 1870 and have established an enviable reputation for accuracy, reliability and durability. They comprise a complete line of rifles and guns, together with reloading tools, sights, etc., in demand by the progressive shooter. Requests for illustrated catalogues and price-lists can be addressed to the Marlin Firearms Co. at New Haven, Conn.

Louisiana Red Cypress.

The durability of cypress lumber has become well established, and an interesting cypress of Louisiana is being distributed. This publication is by J. A. Hilliard, and in brief but comprehensive sentences it tells of the long life of cypress, as evidenced by the finding of cypress mummy cases dating from time before the Christian era, and of later evidences in the finding of cypress coffins 100 years old, the investigation of cypress shingles 250 years old, and other facts. The booklet will be mailed to inquirers by the Louisiana Red Cypress Co., Hibernia Bank Building, New Orleans, La.

Canning Machinery and Supplies.

There is a noticeable tendency to the continued extension of the canning industry in the South, and consequently an increasing demand is being created for modern canning machinery and supplies. Baltimore, the center of the canning industry, is prominent in meeting the call for modern canning machinery and supplies, and Messrs. A. K. Robins & Co. of that city being among the best-known firms supplying every type of canning equipment desired. Messrs. Robins & Co. distribute a complete illustrated catalogue of more than 100 pages describing their offerings. Address the firm at 726 East Pratt street, Baltimore, Md.

Improved Law Metallic Packing.

Engineers and others interested in metallic packing will find timely data in a leaflet now being issued to tell of the details of design and manufacture which make the Improved Law metallic packing of special value. This packing has been perfected in most exacting uses and has been found effi-

cient and durable in varying classes of machinery. It is adapted for steam, water, gas, air, ammonia, oil, tar, gas, etc., for stationary and marine engines, pumps, compressors, etc., Corliss engine valve stems, Curtis steam turbine valve stems, for expansion joints, condenser tubes, etc. Law packing is manufactured by the Houchin-Alken Company, 45-55 53d street, Brooklyn, N. Y.

Penberthy Engineer and Fireman.

In the Penberthy Engineer and Fireman for July appear various interesting articles selected from recent issues of the best-known trade publications. All the information presented is of interest to engineers and firemen and includes references to the care of farm machinery, the steam jacket, problems of industrial labor, balanced valves, trouble in paralleling generators at a railway plant, the value of hydro-carbon oils as lubricants, the turbine question, introduction of the tungsten lamp, motor-boat propellers, etc. The Penberthy Injector Co., Detroit, Mich., will supply sample copies of the Penberthy Engineer and Fireman.

Alundum, the Manufactured Abrasive

Alundum is the product of the electric furnace and is the artificial corundum used by the Norton Company of Worcester, Mass., in manufacturing its Norton grinding wheels. Alundum is a reproduction of one of the minerals of nature in uniform and unlimited quantity and of a quality superior to the natural product for commercial uses. It embodies qualities required in an abrasive suitable for grinding wheels, and in using it for abrasive products the Norton Company has been very successful. A booklet telling the complete and interesting story of Alundum and its manufacture is now being distributed by the company.

The Way to Forget.

It is not usual for attention to be called to "how to forget," as "how to remember" is what most people want to know. With the title "The Way to Forget" there has been issued a booklet which presents some timely and pointed remarks on forgetting. This publication refers to numerous details that frequently trouble the busy man in office, factory and field, and shows that one way to ensure forgetting many annoyances is to have only dependable machinery. With this kind of equipment there are many now worried who would forget numerous small difficulties and large ones, too. The Triumph Electric Co. of Cincinnati, Ohio, is distributing "The Way to Forget" in the interest of its dependable motors and dynamos. It invites requests for a copy.

The Walther Gas Machines.

The Walther gas machine is an automatic producer, using gasoline, and is designed to supply gas for lighting or cooking purposes. It is the result of years of study and practical experience in the design and manufacture of machines for manufacturing gas, and is offered as furnishing most economically a soft and mellow light, suitable for dwellings, stores, mills, factories, churches, hotels and, booklet relating to the subject of the red in fact, wherever a good light and gas is required. Prominent features of the Walther machine are simplicity, reliability and durability. Another important factor which will attract the attention of those who may contemplate installing mechanical equipments for lighting is the low initial cost of a Walther gas machine. This machine is manufactured by the Walther Gas Machine Co., Davenport, Iowa, and a complete illustrated catalogue describing it is now ready.

New Catalogue of Raymond Concrete Piles.

The Raymond Concrete Pile Co., 140 Cedar street, New York, has issued a new catalogue descriptive of the Raymond system of concrete piling. This catalogue is of the standard size recommended by the American Society of Mechanical Engineers, six by nine inches, and contains 22 pages of text. After the preface, which briefly takes up the various points in favor of concrete piles as opposed to wood piles, and more particularly the superiority of Raymond concrete piles, there follow all chapters which take up the method of making Raymond piles, the influence of the shell upon the permanence of the piles, the advantages of the tapering shape of Raymond piles, the economies, placement, reinforcement, carrying capacity, cost, standard sizes and specifications of Raymond concrete piles. These chapters are illustrated with a photograph showing a Raymond pile core and shell, as well as drawings illustrating the relative economy of Raymond piles as compared with wood piles. The last two pages contain a list of some users of Raymond concrete piles, among whom will

be found the leading architects, engineers, railway and industrial companies in the country.

Steel Mine Timbers.

Steel mine timbers of modern design and manufacture are interestingly described, the text being accompanied by numerous views, in a pamphlet now being mailed to applicants and others interested. Types of construction and examples of installation are presented and the factors creating a demand for steel mine timbers are explained in connection with data telling of the advance in mining developments throughout the world and how steel timbers have been used advantageously and to promote economy in the maintenance of mining properties. The strength and safety is detailed, together with the simplicity and economy of using steel mine timbers, the illustrated views including photographic reproductions of scenes in American mines where steel mine timbers have been adopted. The Carnegie Steel Co., Carnegie Building, Pittsburgh, Pa., manufacturer of steel mine timbers, is distributing the pamphlet.

Portland Cement Sidewalk Construction.

The apparent ease with which concrete sidewalks may be constructed has led many of the uninitiated to undertake such construction with little experience and less knowledge of the requirements necessary to obtain the best results. Properly constructed, a Portland cement sidewalk probably has no superior as to appearance, cleanliness and lasting qualities. To set forth the requirements necessary for obtaining the best results in this kind of sidewalk construction is the object of a book by C. W. Boynton, inspecting engineer of the Universal Portland Cement Co., Commercial Bank Building, Chicago. Complete information is presented, the specifications being preceded by general notes and comments which aim to impress the importance of enforcing the rules of the specifications. The descriptive text is accompanied by numerous photographic views, formulas and tables of value to contractors. Copies of the book sent on request.

The S. Flory Catalogue.

One of the most complete catalogues issued recently and one that will interest miners and contractors generally is being distributed by the S. Flory Manufacturing Co. of Bangor, Pa. It has 170 9x12-inch pages replete with photographic views and descriptions of the S. Flory improved mine and contractors' machinery, comprising all kinds of hoisting engines (both steam and electric), suspension cableways, equipments for dredging, logging and slate working, and other similar mechanical apparatus. These machines, both singly and in complete plants, have established a high reputation for efficiency and economy, having satisfied the most exacting purchasing agents for industrial companies and other mill and mine and factory enterprises. Having a complete modern manufacturing plant and a corps of skilled engineers and workmen, the S. Flory Manufacturing Co. is constantly improving its machines as actual practice demonstrates the necessity in order to meet new conditions and to compete in the industrial progress which the United States has been witnessing. In various Southern cities the Flory Company is represented by leading dealers, including the Kirwan-Roberts Supply Co. of Baltimore, Md.; the H. E. Ploof Machinery Co. of Jacksonville, Fla., and the C.T. Patterson Company of New Orleans, La.

Now Is the Time to Build.

[Tampa (Fla.) Daily Times.]

Amid the rush and hurrah of politics all over the country, in the clamor raised by the political economists, during the quadrennial absorption of public interest in the tariff, it is appropriate to call the attention of the people of Tampa particularly, and incidentally of all who may read, to the undisputed and gratifying fact that men can erect buildings more cheaply now than at any time for several years. It is not necessary to enter into the details of why it is so, further than to state that it is largely because materials are cheaper. The time to build a house for a home is whenever you can do it to the best advantage. That time is now.

In putting up houses for business purposes it is needful to heed the demand and supply. If there is an oversupply it is unwise to add to it, no matter how cheaply it may be done. But the home is always in demand. There is never any let-up in the good policy that every man should own his home; that his wife and children should feel the security and comfort and

reliance conferred by ownership of the home. The ground upon which it may be built can be had more cheaply than formerly, or even lately; the cost of the structure is less, and the facilities for borrowing the money are better.

Building and loan associations are in a flourishing condition in Tampa, with plenty of money for all reasonable demands. There is no easier or safer method by which a man can secure a home for his family than by joining one of these associations and getting the money to build. The cost will be distributed along through several years, at a weekly or monthly proportion that can be easily met. A home built now will cost \$100 or \$200 or \$300 less than a year or two ago or a year or two hence. Now is the time to build the home.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., September 2.

The Baltimore stock market was dull for the entire week. In the trading United Railways common trust certificates sold from 10½ to 10¾; the income bonds from 52¾ to 53¼; the funding 5s from 79 to 80; do. scrip, 80; United 4s, 87¾ to 87½, and ex-coupon, 85½ to 86; Consolidated Gas, Electric Light & Power 4½s, 75½; Consolidated Gas 6s, 102½ to 102¾; Seaboard 4s, 59¼; do. 10-year 5s, 91; do. three-year 5s, 91; Mt. Vernon-Woodberry Cotton Duck 5s, 79¼ to 80, and ex-coupon, 77; G.B.S. Brewing 1sts, 46 to 45¾, and ex-coupon, 43½.

Farmers and Merchants' Bank stock sold at 44 to 44½, and Maryland Casualty at 65; Union Bank, 120½; Exchange Bank, 160.

Other securities were traded in as follows: Atlantic Coast Line new 4s, certificates, 75¾ to 77½; do. South Carolina 4s, 98; do. Connecticut 4s, 5-20s, 80; do. Consolidated 4s, 96¼; do. stock, 91; Florida Southern 4s, 89¼ to 90; Bay State Gas, 1½ to 1¼; Northern Central, 93 to 94½; Central of Georgia Consolidated 5s, 109½; Virginia Midland 5th, 105½; Virginia deferred, Brown Bros. certificates, 38; Alabama Consolidated Coal & Iron preferred, 65; Consolidation Coal, 87; Georgia, Carolina & Northern 5s, 102¼; Baltimore City 3½s, 1930, 96; Anacostia & Potomac 5s, 101; Baltimore Traction 5s, 110; City & Suburban (Washington) 5s, 100½; Georgia & Alabama Consolidated 5s, 99¼; Norfolk Railway & Light stock, 17; Wilmington, Columbia & Augusta 6s, 102¾; German-American Fire Insurance, 29½; Houston Oil common, 7½; Western Maryland 4s, 74¾; American Telephone & Telegraph convertible 4s, 93¼; Brooklyn Rapid Transit 4s, 76; North Carolina 4s, 98; Baltimore & Ohio (Pittsburg, Lake Erie & West Virginia) System 4s, 94; Baltimore City 4s, 1954, 104½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended September 2, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast.....	100	91½	92
Norfolk Railway & Light.....	25	16	16
Seaboard Company Common.....	100	7	7
Seaboard Company 1st Pfd.....	100	30	30
Seaboard Company 2d Pfd.....	100	13	13
United Railways & Elec. Co.....	50	10½	11
Western Maryland.....	50	6	7
Bank Stocks.			
Citizens' National Bank.....	10	34	34
German-American Bank.....	100	108	111
German Bank.....	100	102	110
Merchants' National Bank.....	100	165	165
National Bank of Baltimore.....	100	110	110
National Bank of Commerce.....	15	25	30

National Union Bank of Md.....	100	120	122½
Western National Bank.....	20	84	88
Trust, Fidelity and Casualty Stocks.			
Baltimore Trust & Guar.....	100	300	300
Maryland Casualty.....	25	64	64
Mercantile Trust & Deposit.....	50	115	115

Miscellaneous Stocks.			
Ala. Con. Coal & Iron.....	100	30	30
Ala. Con. Coal & Iron Pfd.....	100	63¼	70
Con. Gas. Elec. Lt. & P. Com.....	100	21	21

Railroad Bonds.			
Alabama Midland 5s.....	107½	112	112
Atlanta & Birmingham 4s.....	80	80	80
Atlantic Coast Line 1st 4s, 1952.....	85½	96½	96½
Atlan. Coast Line 4s, Ctra., 1952.....	77½	78½	78½
At. Coast Line Com. 4s, Ctra., 5-20s.....	80	81	81
At. Coast Line (Conn.) 5s, Ctra., 96.....	96	96	96
At. Coast Line (Conn.) 4s, Ctra., 77.....	77	77	77
Central of Georgia Con. 5s.....	109	109½	109½
Charlotte, Col. & Aug. 1st 5s, 1910.....	102	104	104
Charlotte, Col. & Aug. 7s, 1910.....	105½	107	107
Florida Southern 4s, 1940.....	89½	90	90
Georgia & Alabama 5s, 1945.....	99¼	99½	99½
Georgia, Car. & North. 1st 5s, 1929.....	102	103½	103½
Georgia Pacific 1st 5s, 1922.....	108	108	108
Maryland & Pennsylvania 4s, 1961.....	85	85	85
Piedmont & Cum. 1st 5s, 1911.....	98	98	98
Potomac Valley 1st 5s, 1941.....	99	99	99
Richmond & Petersburg 5s.....	111	112	112
Savannah, Fla. & West. 5s, 1934.....	109	113¼	113¼
Seaboard Air Line 4s, 1950.....	91	92	92
Seaboard Air Line 5s, 10-year, 1911.....	91	92	92
Seaboard Air Line 5s, 3-year.....	93¼	94	94
Seaboard & Roanoke 5s, 1926.....	101	101	101
Silver Spgs., Ocala & Gulf 4s, 1918.....	93¼	97	97
South Bound 5s, 1941.....	102½	107½	107½
Southern Railway Con. 5s, 1994.....	102	102½	102½
Virginia Midland 2d 6s, 1911.....	103	103	103
Virginia Midland 5th 5s, 1928.....	103	103	103
Virginia Midland 6th 5s.....	104	104	104
Western Maryland 4s, 1952.....	74½	74½	74½
Western N. C. Con. 6s, 1914.....	106½	106½	106½
W. Va. Cent. 1st 5s, 1911.....	102	102	102
Wil., Col. & Aug. 6s, 1910.....	103	103	103

Street Railway Bonds.			
Anacostia & Potomac 5s, 1949.....	101½	101½	101½
Augusta Ry. & Elec. 5s, 1940.....	89	89	89
Baltimore City Passenger 5s, 1911.....	102½	103½	103½
Balto., Sp. Pt. & Ches. 4½s.....	90½	91¼	91¼
Balto. Trac. 1st 5s, 1929.....	109½	110½	110½
Charleston Con. Elec. 5s, 1909.....	80	80	80
City & Suburban 5s (Wash.), 1948.....	100	100¼	100¼
Knoxville Traction 1st 5s, 1928.....	102½	104	104
Lake Roland Elevated 5s, 1942.....	91	91½	91½
Lexington Railway 1st 5s, 1949.....	91	91	91
Macon Ry. & Lt. 1st Con 5s, 1963.....	91½	93½	93½
North Ry. & Lt. 5s.....	92	92	92
Richmond Traction 5s.....	102½	104½	104½
United Rys. 1st 4s, 1949.....	85½	86	86
United Rys. Inc. 4s, 1949.....	83	83½	83½
United Rys. Funding 5s.....	78	80	80

Miscellaneous Bonds.			
Ala. Con. Coal & Iron 5s.....	82	86	86
Baltimore Brick 5s.....	60	65	65
Baltimore Electric 5s.....	87½	87½	87½
Consolidated Gas 6s, 1910.....	102½	103	103
Consolidated Gas 5s, 1929.....	110½	110½	110½
Consolidated Gas 4½s.....	92	94	94
G.B.S. Brewing 1st 4s.....	43	43¾	43¾
Mt. Vernon-Woodberry Cot. Duck 5s.....	76¾	77	77
United Elec. Lt. & P. 4½s.....	91½	92	92

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 31.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	80	80
Alken Mfg. Co. (S. C.).....	82	82
American Spinning Co. (S. C.).....	145	150
Anderson Cotton Mills (S. C.).....	70	70
Arkwright Mills (S. C.).....	100	110
Augusta Factory (Ga.).....	65	70
Avondale Mills (Ala.).....	119	125
Belt Mill (S. C.).....	105	110
Bibb Mfg. Co. (Ga.).....	114	114
Brandon Mills (S. C.).....	111	111
Cabarrus Cotton Mills (N. C.).....	120	130
Chadwick-Hoskins Mills (N. C.) Pfd.....	100	100
Chiquola Mfg. Co. (S. C.).....	125	125
Clifton Mfg. Co. (S. C.).....	102	108
Clifton Mfg. Co. (S. C.) Pfd.....	99½	103
Columbia Cotton Mills (S. C.).....	120	120
Courtenay Mfg. Co. (Ga.).....	98	98
Dallas Mfg. Co. (Ala.).....	90	97½
Darlington Mfg. Co. (S. C.).....	77	77
Drayton Mills (S. C.).....	100	100
Eagle & Phenix Mills (Ga.).....	125	137½
Enley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	60	80
Enoree Mfg. Co. (S. C.) Pfd.....	100	100
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	240	240
Gaffney Mfg. Co. (S. C.).....	75	75
Gainesville Cotton Mills (Ga.).....	47	47
Granby Cot. Mills (S. C.) 1st Pfd.....	45	45
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	90	90
Grendel Mills (S. C.).....	111	118
Henrietta Mills (N. C.).....	100	105
King Mfg. Co., John P. (Ga.).....	97	102
Lancaster Cotton Mills (S. C.).....	110	125
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	91	96
Laurens Cotton Mills (S. C.).....	148	148
Limestone Mills (S. C.).....	141	141
Lockhart Mills (S. C.).....	85	85
Lockhart Mills (S. C.) Pfd.....	97	97
Loray Mills (N. C.) Pfd.....	90	93
Marlboro Cotton Mills (S. C.).....	80	80
Mayo Mills (N. C.).....	165	185
Mills Mfg. Co. (S. C.).....	105	105
Mills Mfg. Co. (S. C.) Pfd.....	109	109
Moungahan Mills (S. C.).....	113	113
Monarch Cotton Mills (S. C.).....	102	102
Newberry Cotton Mills (S. C.).....	145	145
Norris Cotton Mills (S. C.).....	120	120
Olympia Cotton Mills (S. C.) Pfd.....	98	98
Orangeburg Mfg. Co. (S. C.).....	80	80
Orf Cotton Mills (S. C.).....	104	104
Paclet Mfg. Co. (S. C.).....	150	150
Pelzer Mfg. Co. (S. C.) Pfd.....	168	170
Piedmont Mfg. Co. (S. C.).....	175	176
Poe Mfg. Co. (S. C.).....	120	124
Raleigh Cotton Mills (N. C.).....	100	100
Richland Cot. Mills (S. C.) 1st Pfd.....	45	45
Roanoke Mills (N. C.).....	175	175
Saxon Mills (S. C.).....	120	125
Sibley Mfg. Co. (Ga.).....	62½	62½
Spaulding Mills (S. C.).....	135	145
Springdale Mills (S. C.).....	100	100
Tucapau Mills (S. C.).....	105	105
Trion Mfg. Co. (Ga.).....	140	140
Union-Buttalo Mills (S. C.) 1st Pfd.....	54	60
Victor Mfg. Co. (S. C.).....	120	130

Warren Mfg. Co. (S. C.).....	92	92 1/2
Warren Mfg. Co. (S. C.) Pfd.....	100	100
Washington Mills (Va.).....	25	25
Washington Mills (Va.) Pfd.....	100	110
Whitney Mfg. Co. (S. C.).....	140	140
Williamston Mills (S. C.).....	106	111
Wisconsin Mills (N. C.).....	125	135
Woodruff Cotton Mills (S. C.).....	125	130
Woodside Cotton Mills (S. C.).....	100	104

Quotations furnished by William S. Glenn, Broker, Spartanburg, S. C., for week ending August 31.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	...	75
Aiken Mfg. Co. (S. C.).....	...	82
American Spinning Co. (S. C.).....	145	150
Anderson Cotton Mills (S. C.).....	...	70
Arcadia Mills (S. C.).....	90	...
Arkwright Cotton Mills (S. C.).....	100	110
Augusta Factory (Ga.).....	65	70
Avondale Mills (Ala.).....	110	125
Belton Mills (S. C.).....	106	110
Brandon Mills (S. C.).....	125	...
Calhoun Cotton Mills (N. C.).....	120	130
Chadwick Mfg. Co. (N. C.) Pfd.....	...	103
Chiquola Mfg. Co. (S. C.).....	125	...
Clifton Mfg. Co. (S. C.).....	102	108
Clifton Mfg. Co. (S. C.) Pfd.....	99 1/2	105
Clinton Cotton Mills (S. C.).....	...	105
Columbus Mfg. Co. (Ga.).....	...	98
Courtenay Mfg. Co. (S. C.).....	...	97 1/2
Dallas Mfg. Co. (Ala.).....	90	95
Darlington Mfg. Co. (S. C.).....	70	76
D. E. Converse Co. (S. C.).....	112	...
Drayton Mills (S. C.).....	...	100
Eagle & Phenix Mills (Ga.).....	125	137 1/2
Easley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	69	80
Enoree Mfg. Co. (S. C.) Pfd.....	...	100
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	...	240
Gaffney Mfg. Co. (S. C.).....	67	76
Galveston Cotton Mills (Ga.).....	48	...
Granby Cot. Mills (S. C.) 1st Pfd.....	...	45
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	...	80
Grendel Mills (S. C.).....	111	118
Hartsville Cotton Mill (S. C.).....	125	...
Henrietta Mills (N. C.).....	160	175
Inman Mills (S. C.).....	105	110
Lancaster Cotton Mills (S. C.).....	110	125
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	91	96
Laurens Mills (S. C.).....	...	148
Limestone Mills (S. C.).....	...	141
Lockhart Mills (S. C.).....	85	85
Lockhart Mills (S. C.) Pfd.....	...	97
Loray Cotton Mills (N. C.) Pfd.....	90	93
Marlboro Cotton Mills (S. C.).....	...	80
Mills Mfg. Co. (S. C.).....	...	100
Molton Mfg. Co. (S. C.).....	97	100
Monaghan Mills (S. C.).....	115	...
Monarch Cotton Mills (S. C.).....	95	100
Newberry Cotton Mills (S. C.).....	...	145
Ninety-Six Cotton Mills (S. C.).....	110	...
Norris Cotton Mills (S. C.).....	120	120
Odell Mfg. Co. (N. C.).....	90	90 *
Olympia Cotton Mills (S. C.).....	...	68
Orr Cotton Mills (S. C.).....	104	...
Pacole Mfg. Co. (S. C.).....	...	160
Pacole Mfg. Co. (S. C.) Pfd.....	97	100
Pelzer Mfg. Co. (S. C.).....	168	...
Piedmont Mfg. Co. (S. C.).....	175	180
Poe Mfg. Co. (S. C.).....	120	124
Saxon Mills (S. C.).....	118	125
Shibley Mfg. Co. (Ga.).....	62 1/2	...
Spartan Mills (S. C.).....	135	145
Trilon Mfg. Co. (Ga.).....	132	140
Tuconau Mills (S. C.).....	200	...
Union-Butler Mfg. Co. 1st Pfd.....	...	70
Victor Mfg. Co. (S. C.).....	120	130
Warren Mfg. Co. (S. C.).....	92	93 1/2
Warren Mfg. Co. (S. C.) Pfd.....	100	...
Washington Mills (Va.).....	25	...
Washington Mills (Va.) Pfd.....	100	...
Whitney Mfg. Co. (S. C.).....	...	140
Wisconsin Mills (N. C.).....	125	135
Woodruff Cotton Mills (S. C.).....	120	125
Woodside Cotton Mills (S. C.).....	100	104
Watts Mills (S. C.).....	95	103
Williamston Mills (S. C.).....	100	105

Statistics About Corporations.

The first number of "Meany's Analytical-Statistical Abstracts and Historical Reviews of the Reports of Public Service, Industrial and Affiliated Corporations" is now in course of preparation, and an official announcement says that it will contain a table showing the capital, annual meetings, etc., of various companies and other tables showing stock and bond capital, income, etc., gross and net earnings by months, dividends paid from 1902 to 1908, inclusive, besides Meany's simplified quick-reference bond list and dividend records of leading railroads. Following this first special number there will be issued a street-railway supplement and another supplement covering industrial corporations. The publication of a monthly series of the "Investors' Bulletin and Chronicle" will follow the third of the special auxiliaries named, this plan being made necessary because of the amount of labor involved in collecting, compiling and printing the first issues. The design of the "Bulletin" is to place under one cover all collateral data usually scattered or otherwise difficult to reach which is of prime importance to all persons interested in securities of corporations. It will, of course, cover steam railroads, electric railways, industrial and other companies. John P. Meany is the editor and publisher of these works of reference at 15 William street, New York.

New Corporations.

Asheville, N. C.—The Asheville Mill & Building Co. is being organized with \$100,000 capital to do a general building business with features of a building and loan association. The organizers are S. Montgomery Smith, C. T. Rawls, Dr. P. R. Moale, L. M. Bourne and W. F. Cellar of Ohio.

Bladenboro, N. C.—The Bank of Bladenboro has been granted a charter; capital \$25,000. The incorporators are H. C. Bridgers, R. L. Bridgers, and H. C. Bridgers, Jr.

Charlotte, N. C.—The People's Loan & Realty Co. has been chartered with an authorized capital of \$125,000; paid in, \$10,000. The incorporators are W. L. Nicholson, W. M. Long and J. L. Davis. Mr. Long will be president and Mr. Nicholson secretary, treasurer and general manager.

Chattanooga, Tenn.—The Central Trust Co. has made application for a charter. The incorporators are C. E. Carpenter, R. L. Robbins, F. E. Woodall, E. H. Hunter and C. A. Scroggins. The company will have \$50,000 capital, and C. E. Carpenter will be president and manager; T. E. Woodall, secretary, and R. L. Robbins, treasurer. A later report states charter has been granted.

Cordele, Ga.—The Farmers' Co-operative Fire Insurance Co. is being organized with \$50,000 capital by J. M. Nelson, R. T. George, Henry Collins, George H. Mansfield and W. B. Matthews.

Dallas, Texas.—The Dallas Loan Co., capital \$1500, with privilege of increasing to \$10,000, has made application for a charter. The organizers are G. W. Wheeler, G. A. Anderson and W. J. Arnold.

Fort Smith, Ark.—The Oklahoma & Fort Smith Investment Co., capital \$35,000, has organized with the following directors: J. H. Wright, president; P. A. Ball, treasurer; T. A. Bayley, secretary and manager; James Brizzolara, attorney, and George S. Whybark.

Galveston, Texas.—A report from Galveston states that an international banking company will be established with foreign capital. The concern will have \$1,000,000 capital, and Ed. McCarthy, of Ed. McCarthy & Co., is reported to have been offered inducements to take charge.

Houston, Texas.—The American National Bank has been authorized to begin business; capital \$250,000. W. E. Richards is president; Sterling Myer, vice-president, and F. W. Vaughan, cashier.

Kansas City, Mo.—The Produce Exchange Bank has been incorporated with \$100,000 capital by Geo. W. Fuller, Frank H. Woodbury, Chas. E. Small and others.

Kingston, Okla.—The Marshall County State Bank, capital \$10,000, has begun business with C. H. Terry, president, and T. Amory Key, cashier.

Little Rock, Ark.—The Arkansas Underwriting Co. has filed articles of incorporation; capital \$25,000. The incorporators are T. L. Cox, president; H. E. L. McCollum, vice-president; T. E. Johnson, secretary; Virginia Lee Smith, treasurer, who, with Neill Bohlinger, constitute the board of directors.

McComb City, Miss.—The Mechanics' National Bank, capital \$50,000, has been approved. The incorporators are W. W. Lake, Jeff D. Harrell, W. B. Mixon, O. A. Nelson and Thad B. Lampton.

Memphis, Tenn.—The Madison Trust Co. has been chartered with a capital of \$2500. The incorporators are D. A. Fisher, M. B. Trezevant, C. W. Thompson, D. Canale, R. H. Trezevant, E. H. Clarke and P. R. Friedel.

Mill Creek, Okla.—The First State Bank has been granted a charter; capital \$10,000. The incorporators are Felix Penner, J. M. Browning and J. T. Walter, all of Mill Creek.

New Orleans, La.—The American Realty & Investment Co. has been chartered with \$25,000 capital. The directors are E. T. Dunn, president; J. J. Ritayik and R. W. Riordan.

Norman, Okla.—The State Savings Bank has been granted a charter; capital \$15,000. The incorporators are H. Downing, T. E. Clement, J. S. Barbour, S. C. Ambrister and John E. Miller.

Osgood, Mo.—The incorporators of the Osgood Banking Co., capitalized at \$20,000, are S. S. Tunnell, J. Cady, S. Stokesberry and others.

Philippi, W. Va.—The People's Bank expects to begin business September 10 with \$40,000 capital. The officers are M. D. Riley, president; Randolph Stalnaker, first vice-president; C. M. Cornwell, second vice-president; S. A. Moore, chairman finance committee; Joseph Ryner, cashier.

Rocheport, Mo.—The People's Bank, capital \$15,000, was incorporated by J. S. Denham, George W. Hill, W. Angell and others.

Washington, D. C.—The Consolidated Casualty Co. is reported being organized with \$2,000,000 capital by local as well as Knoxville, Tenn., and Philadelphia, Pa., parties. J. A. Manning of Boston is also mentioned in connection with the enterprise.

Waynesboro, Miss.—The First National Bank has organized with the following directors: E. F. Ballard, president; R. W. Tagan and W. H. Carlisle, vice-presidents; F. M. Gray, cashier; Truman Gray, John A. Ramey, G. F. Heard and J. J. Haynie. It is stated that the Bank of Waynesboro will be absorbed by the new institution.

Weimar, Texas.—The First State Bank, recently organized with \$25,000 capital, has been granted a charter. The directors are J. B. Holman, president; W. W. Collier, San Antonio; B. H. Walker, Shiner; J. F. Shimek, H. C. Thomas, J. B. Homan, J. W. Gates and Frank Verunac, Weimar.

New Securities.

Abbeville, S. C.—The Robinson-Humphrey Company of Atlanta has purchased at a premium \$25,000 of 4 per cent. 40-year electric-light and water-improvement bonds.

Americus, Ga.—Reports state that an election will probably be held in Sumter county November 3 to vote on \$50,000 or \$100,000 of road bonds.

Angleton, Texas.—The Attorney-General has approved \$120,000 of 5 per cent. 20-40-year Angleton drainage district (Brazoria county) bonds. It is said they have been sold.

Anson, Texas.—It is officially stated that the report that Jones county had voted \$100,000 of courthouse bonds is erroneous, the election having been defeated.

Ashburn, Ga.—No sale was made August 12 of the \$55,000 of water and light bonds.

Baltimore, Md.—The remaining \$774,000 of the \$2,000,000 of 3 1/2 per cent. sewerage loan has been purchased at 91 and accrued interest by the Mercantile Trust & Deposit Co. of Baltimore for itself and New York interests.

Barstow, Texas.—An issue of \$50,000 of 5 per cent. 40-year drainage bonds are reported approved by the Attorney-General.

Bay Minette, Ala.—The city has voted \$5000 of bonds.

Birmingham, Ala.—Reports state that a meeting of stockholders of the Chamber

of Commerce Company will be held September 24 to decide the question of issuing \$150,000 of 6 per cent. 20-year first mortgage bonds. J. P. Stiles is secretary.

Birmingham, Ala.—Notice is given that the city will sell \$8500 of 6 per cent. 10-year paving bonds. Geo. B. Ward is Mayor, and H. E. Shropshire, Jr., City Clerk.

Birmingham, Ala.—The city is reported to have sold at par to the First National and the People's Savings banks \$400,000 of 5 per cent. 30-year sewer bonds. Geo. B. Ward is Mayor.

Cameron, Texas.—The Commissioners' Court of Milan county has ordered an election in Precinct No. 4 to vote on \$40,000 of road bonds.

Charleston, Miss.—New bids are being received until September 1 for \$20,000 of 6 per cent. 20-year school bonds. These bonds were offered August 4 as 5 per cents.

Chattanooga, Tenn.—It is reported that Hamilton county will place on the market early next year \$100,000 of funding bonds.

Corinth, Miss.—Trowbridge & Niver Company of Chicago are reported to have purchased at 104.25 the \$10,000 of 5 per cent. 20-year Alcorn county road bonds offered last July.

Daytona, Fla.—The MANUFACTURERS' RECORD is informed that \$50,000 of water-works bonds were voted August 24.

Dearborn, Mo.—Dearborn school district recently voted \$1200 of bonds for heating plant.

Dublin, Texas.—The Attorney-General has approved \$3000 of 5 per cent. 40-year street-improvement bonds.

Edmond, Okla.—Bids will be received until noon September 21 by W. B. Meek, City Clerk, for \$45,000 of 5 per cent. 25-year water-works bonds.

Elizabeth City, N. C.—Bids received August 25 for the \$40,000 of 5 per cent. auditorium and market-house bonds were rejected.

Elkins, W. Va.—Seasongood & Mayer, bankers, Cincinnati, Ohio, have purchased at a premium of \$1076.25 the \$45,000 of independent school-district bonds voted last month.

Enid, Okla.—A bill has been introduced in the City Council providing for an election to vote on \$300,000 of water and sewer bonds.

Erlanger, Ky.—All bids received August 17 for the \$8600 of 5 per cent. bonds of school district No. 32 were rejected. W. L. Gurney is clerk.

Eureka, Mo.—An issue of \$5000 of school district bonds has been voted.

Fort Gibson, Okla.—An election held August 15 to vote on \$12,000 of building bonds of school district No. 3 failed to carry.

Galveston, Texas.—Bids will be received until noon September 30 by the Board of Commissioners for \$100,000 of 4 1/2 per cent. 20-40-year grading, paving and drainage bonds and \$25,000 of 5 per cent. 20-year school bonds. H. A. Landes is Mayor.

Garvin, Okla.—An issue of \$10,000 of school bonds has been voted and sold.

Graham, N. C.—The \$200,000 of Alamance county road bonds recently voted are 50-year 5 per cents.

Granbury, Texas.—Bids will be received at any time for the \$20,000 of 4 per cent. 10-40-year Hood county bridge bonds voted August 8.

Grand Falls, Texas.—Five per cent. 40-year drainage-district bonds (Ward county), amounting to \$33,000, have been approved by the Attorney-General.

Greenville, Texas.—The \$67,500 of 4 1/2 per cent. 3-40-year water-works bonds have been approved by the Attorney-General.

[For Additional Financial News, See Pages 80 and 81.]

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Greenville, Ala.—The city has voted bonds for purchase from the Philadelphia Pipe Manufacturing Co. the water-works plant, the sum required for this purpose being \$23,600.

Hallettsville, Texas.—County Judge McCutchan has purchased for the Harris county school fund \$9000 of Harris county road bonds.

Handsboro, Miss.—The city recently voted \$6500 of bridge bonds.

Hartshorne, Okla.—MacDonald, McCoy & Co. of Chicago were awarded at \$1152 premium the \$25,000 of 6 per cent. 20-year bonds reported offered September 1.

Houston, Texas.—Bids will be received by D. C. Smith, Jr., City Secretary, un-

til noon September 17 for \$100,000 of 5 per cent. 30-year city bonds.

Humboldt, Tenn.—A New York concern is reported to have purchased \$30,000 of street-improvement bonds voted in 1907.

Hundred, W. Va.—The Bank of Hundred was awarded at par the \$8000 of 5 per cent. 10-30-year water and sewer bonds.

Kennett, Mo.—On September 3 at 2 P. M. Oscar G. Blakemore, treasurer of Dunklin county, will sell at public auction \$19,449.19 bonds of drainage district No. 10 and \$59,350.92 bonds of drainage district No. 12.

Latonia, Ky.—Joe Huesman, contractor,

Latonia, purchased at par \$800 of 6 per cent. 5-10-year sidewalk bonds.

Logan, W. Va.—Bids will be received until September 21 by J. E. Peck, Mayor, for \$15,000 of 5 per cent. street-paving bonds.

Luverne, Ala.—An election is to be held in Crenshaw county September 12 to decide the question of issuing bonds for road improvements.

Malvern, Ark.—The School Board is reported to have sold \$6500 of school-district bonds.

Marshall, Texas.—Sidewalk construction bonds are reported purchased by local investors.

Miami, Okla.—The Thomas J. Bolger Company of Chicago was awarded the \$30,000 of sewer and \$4000 of jail 6 per cent. 25-year bonds, paying a premium of \$1222.

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